

The Octagon,
1741 New York Ave.,
Washington, D.C.



WEEKLY BULLETIN

MICHIGAN SOCIETY OF ARCHITECTS

THE AMERICAN
INSTITUTE OF ARCHITECTS
1941 NOV -4 AM 9:11

WASHINGTON, D. C.

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Entered as second-class matter Dec. 9, 1930, at the Post Office at Detroit, Mich., under the Act of March 3, 1879. Published Weekly. Subscription Price: 50c per year (Non-members \$4.00) 10c per copy.

Volume 15

DETROIT, MICHIGAN, NOVEMBER 4, 1941

No. 44

RELAX PRIORITIES COMMITTEE ASKS

Architects of Nation Also Make Pleas

Relief from the malady that has struck civilian building following recent priority rulings from Washington was visioned following a meeting of the Committee on Priorities and Allocations for Construction Materials, of Detroit, held at the Fort Shelby Hotel on September 27.

The Committee's Executive board composed of Edmund Kuhlman, Chairman, E. J. Brunner, Talmage C. Hughes, Howard McLees, Harry O. Nelson and L. Glenn Shields, made public a letter signed by Willis H. Hall, of the Industrial Division of the Detroit Board of Commerce, and chairman of the Committee, addressed to Donald M. Nelson, SPAB Director of Washington. The letter pointed out the grave situation facing the industry here and recommended an Industry Committee to aid the Government in dealing with the situation.

The letter to Nelson follows:

This committee is comprised of representatives of associations and agencies of the building construction industry in the Metropolitan Area of Detroit. The committee was developed in order that the best thought and effort of these interested organizations might be guided and concentrated in assisting Federal agencies in solving the critical problems which confront the building industry during this present emergency.

Two problems of vital importance present themselves, and these are:

1. Necessity of allocating present materials in definite amounts to the construction industry.

2. Unemployment which must follow if building construction is curtailed too drastically by a failure to allocate these scarce materials for which there appear to be no substitutes.

Merited attention has been given to "change-over" unemployment in many industries effected by the defense program. Unemployment in the building construction industry will not be "change-over". It will be permanent for the duration for the majority of the people in our industry. A study of the tradesmen and common labor situation shows that such men would be the least fitted and the last hired for work in defense plants. Exceptions would be skilled carpenters and metal tradesmen.

The majority of manufacturers supplying the construction industry do not use or process the scarce materials of the critical lists. For example brick yards, cement plants, lumber mills, quarries, gypsum mines and ceramic industries, if not manufacturing for the needs of the construction industry, will be forced to shut down, throw their men out of employment, thus leaving a complete disruption of their organization in the wake of this emergency. Furthermore, these plants and their labor are not readily adaptable for conversion to defense production.

Manufacturers, suppliers, architects, contractors and both skilled and unskilled labor make up the construction in-

dustry. In the aggregate these people comprise the personnel of a great many small business establishments. These small concerns have equal rights and responsibility in any program which involves our national welfare. A ruthless policy which will "fold up" thousands of small business men with its resultant unemployment cannot help but develop a state of mind in this country detrimental, and possibly of grave danger to our vital defense efforts.

We believe that in order to avoid unnecessary unemployment, hardships, and the eventual disruption of our industry, there must be reasonable allocations of scarce materials to the construction industry.

Enough material must be provided to protect the health and safety of the public, to house them and keep as large a portion of our industry employed and in business as possible.

Military experts say "armies travel on their stomachs". The people at home must also have food and clothing. A housewife, a workman or a business man lacking work and the necessities of life, who hears of or sees huge banks of unused materials put away for future use and who knows that the release of small parts of these stocks would have kept them self-respecting employed citizens, is going to have undue strain placed on his loyalty and patriotism.

We strongly urge measures to prevent hoarding either by the Army, Navy and other governmental agencies or industry, and instead the adoption of a sound system of allocation of reasonable percentages of scarce materials of civilian building making the industry responsible, under your supervision, for policing itself.

Shortage of metals appears to be the principal bottleneck of both civilian and defense needs. It is without question the bottleneck of the building industry and now furnishes a livelihood to over three million persons in the United States. We are convinced that this shortage is due primarily to faulty distribution. We believe that national production

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Ida Lupino -- John Garfield

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"THUMBS UP TEXAS"

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Robert Montgomery -- Evelyn Keyes

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ARE ARCHITECTS SLIPPING?

Reprinted from The Octagon, September, 1941

"Architects are slipping." "The profession is held in low esteem by the public." "The prestige of architects has suffered immensely." "The public has not much use for architects because it thinks that they are just fellows who draw pretty pictures of buildings."

Some of these statements are true and some are not true, but enough of them are true to make perfectly reasonable the demand by architects everywhere that we must *do something about it, and do it now.*

Let us bring it right home to the average architect. Are you willing personally to do something about it, now? The trouble with most of us is that we think that The Institute or the Chapter should do something about it, but are not willing to give our time and our services; many don't see what they can do, especially under the present war conditions, when the public is little interested in architects because the government is doing most all of the building.

The standing of the profession does not rest alone on the quality of our professional services, nor on the number of jobs we can get. I believe that architects are entirely right in saying, "what we need most now, and must have, is 'Public Information'." Unfortunately, however, most of the commonly used means of public information are not now as effective as they were before nine-tenths of the thinking of the American people was occupied by war and defense. It is harder to get people to listen to radio talks about architects and architecture; the papers are not as willing as formerly to carry articles by architects or about architects unless the articles have a war significance.

But although these and other usual means of getting our message over to the public are not as easy as they were, we must not neglect them as conditions permit their use.

Fortunately, the opportunity for the most effective kind of public information is yet open to us—wide open. Let us ask ourselves: How well known are we personally in our community; what do people think of us as citizens; as men interested in civic and social work in our city or town? Do our neighbors consider us just nice fellows who don't count very much, and who most of our neighbors and people in our town have never heard of anyhow?

It seems to me that at this time when many of us are out of a job, or soon will be, at this time when our communities and our nation are in need of the personal support of every citizen—at this time, when we have the time, and have every incentive as well—this is the time, to do Red Cross work, to take a hand in good government, in clean politics, in social betterment, slum clearance, in church work, in education. I believe that right now, if we want our profession to have its indispensable place through the uncertain days that are coming—if we want our profession to have its place when peace comes again—and if we want individually to take our part when there is so much dire need—we have got to make use of every opportunity to gain and to hold the respect and the confidence of the public *by public service.*

WILLIAM ORR LUDLOW

Member Committee on Public Information

MEETING MICHIGAN CHAPTER

American Society of Heating & Ventilating Engineers

Huyler's L'Aiglon Restaurant, Fisher Building
Monday, Nov. 10, Dinner at 6:30 P. M.

SPEAKERS: W. C. Randall, Detroit Steel Products Co.
Herbert E. Ziel, Albert Kahn, Inc.
A. E. Jennens, Ford Motor Co.

SUBJECT: "Heating, Ventilating and Air Conditioning of
Defense Buildings."

Architects Invited

UNIFICATION IN NEW YORK

At a meeting of New York Chapter, A.I.A., September 30 Lewis G. Adams, Chairman, Special Committee on Unification of the Profession, submitted an interim report.

The report is a summary of a prodigious computation of rosters of organizations of or association with architects in the Metropolitan area. "Its figures are staggering and reveal how our efforts are dissipated," reports The Oculus, publication of New York Chapter, A.I.A.

Of 4780 names of this list, 3535 are registered architects. It shows that only 20 per cent of registered architects in the metropolitan area belong to the A.I.A., that 23 per cent belong to other societies and that 70 per cent do not belong to any architectural organization.

The report also shows overlapping memberships—that 30 people belong to both the New York Chapter and New York Society, that 105 belong to the New York Chapter and B.A.I.D., that 96 belong to the New York Chapter and Architectural League, 14 to the Brooklyn Chapter and New York Society, 75 to the B.A.I.D. and Architectural League, etc.

Corrected for overlapping members, 7 of the existing organizations, if merged, would have a total membership of 1417. The largest organization at present is the New York Chapter, with 431 members, followed by the New York Society with 309.

At the meeting a report of the plan for one architectural organization in Michigan, which provides that any architect registered in Michigan, by the payment of \$5 annual dues, becomes an associate member of MIA and member of his branch chapter, and in two years becomes eligible for A.I.A. membership, was discussed.

Commenting on the success in Michigan, Mr. Adams said: "This seems like a tremendous step forward and it is hoped that we can accomplish in New York something along the same lines."

PRODUCERS' COUNCIL FEATURES HEATING

This is not a story of the motion picture industry, but another kind of producers, who turn in star performances that make big hits with the architects. They produced some of their best talent, in Mr. R. E. Moore, vice president of Bell and Gossett Company, at the Wardell, Monday evening, October 27th.

When the show got under way Ray Deppmann, of R. L. Deppmann Company, local distributors for Bell & Gossett was at the controls, while Moore was narrator.

About 80 were present at the cocktail hour and for dinner, mostly architects, and we wish the same could be said for some of our own meetings—and maybe it will be, for in this way they get the habit.

Doug Ainslie did a mean job of conducting, as president of Producers' Council of Michigan, and gave a hint of what was in store in the way of a really constructive talk, couched in a humorous vein, of forced hot water heating systems. The speaker kept his audience chuckling so that they really enjoyed his brief historical sketch of this industry, and the many interesting illustrations of job—early and late. He brought out the significant point that, in addition to comfort of occupants, heating of a building has a great deal to do with the life of the building itself.

President Ainslie announced that the next P. C. informational meeting had tentatively been set for Monday evening, January 12, with Pittsburgh Plate Glass Company as sponsors.

UNIFICATION COMMITTEE

*Will Meet at Midland Country Club
MIDLAND, MICHIGAN*

Luncheon at 12:00 M., Friday, November 14, 1941
Followed by meeting of board of directors, M.S.A.
and dinner with Saginaw Valley Division.

IT IS IMPORTANT THAT ALL COMMITTEE
MEMBERS ATTEND.

PRIORITIES—(Continued from Page 1)

of major items, particularly iron and steel, may be made to serve both defense and essential civilian needs provided they are distributed intelligently. It is our opinion that army, navy and ordnance purchases and deliveries cover materials that will not be used in many instances for two to four years hence. If such purchases were made with deliveries spread over the yearly requirements, demands could be met by manufacturers and essential civilian requirements supplied.

Due to drastic curtailment of scarce materials for building needs, we urge that a Construction Industry Committee be set up immediately to co-operate with your office on our National Defense Program and Construction Material for Essential Civilian Needs.

We recognize the tremendous problems and responsibilities of your office and offer the services of this Committee to you in any manner that may be helpful.

Respectfully submitted,

WILLIS H. HALL, *Chairman*

PUBLICITY HAS CONFUSING EFFECT

From all parts of the Nation there are heard reports of confusion in the minds of the building public caused by newspaper publicity bearing on the priority rulings from Washington.

Mr. Elbert I. Harrison, vice president, Central Illinois Chapter, The American Institute of Architects, points out this condition when he says, "Practically all issues of our local papers lately have carried releases from the news agencies, that are no doubt typical throughout the country, to the effect that private building must be completely stopped."

As an example, Mr. Harrison quotes one paragraph from a column by H. I. Phillips, released by Associated Newspapers on October 16, as follows:

"SPAB has ruled that no new public or private building may be started unless it is essential to the health and safety of the country. The government must save all 'critical material' for the war. Critical material is almost everything from the blueprint to the architect's bill. The man who has just dug a cellar may find he is custodian of a hole for the duration of the war. 'The House That Jack Built' is becoming 'The Bungalow That Nelson Stopped'."

In support of his contention that a great deal of such publicity tends toward an unnecessary hardship on the building industry, Mr. Harrison continued, "Information has reached us to the effect that there is no need for a drastic curb on private building, which involves a small percentage, or none, of the materials of which there is a shortage for defense work. I have been informed that the brick and tile industry is operating at less than 80% capacity and that the cement, plaster, lumber, and other industries find that there is no shortage in their materials, and are even today somewhat concerned as to what will happen when the building portions of our defense program are completed and the public goes on a building strike, causing a temporary curtailment, resulting from confusing publicity concerning priority materials only essential to defense."

To counteract this effect, Mr. Harrison suggests that the news agencies should be furnished with official statements of facts from the architectural profession, backed up by the building industry. He believes that such would have a stabilizing effect on the public. He points out that the SPAB statements are not "orders" but departmental "rulings," more in the nature of trial balloons.

"I have discovered that since the SPAB ruling of October 10, numerous organizations in the building industry have circularized their entire membership with helpful, clarifying information, and I hope the Institute will do likewise," Harrison continued.

"It is stated that there is a concerted effort on the part of the numerous organizations affected by the SPAB ruling to bring influence to bear in Washington in defense of

private building industry. It seems to me perfectly fair to reduce the amount of private building by percentage, similar to the automobile industry, rather than to try, by publicity, to make the public think it has been completely stopped.

"From Mr. Richmond H. Shreve, president of The American Institute of Architects, I have received a letter on this subject, and memorandum dated October 14, outlining activities of the Institute in connection with SPAB rulings. I understand that he has arranged a conference with Mr. Donald M. Nelson of OPM, for the purpose of disseminating facts, in the hope that some amelioration may be possible. I sincerely hope that newspaper releases will be forthcoming on this vital subject, either through our Committee on Public Information or the Institute's publicist, before the rest of our clientele decides to go on a sit down strike for the duration of the emergency."

Mr. Harrison concludes that the Institute should have a permanent organization set up, the same as every building material industry, to act quickly and effectively, to clarify in the public mind the real conditions as they exist from day to day, and thus assist in the stabilization of the building industry throughout the present emergency and post war rehabilitation.

MICHIGAN ARCHITECTS IN NATIONAL MAGAZINES

National architectural magazines this month feature the work of several Michigan firms. Pencil Points illustrates Albert Kahn's buildings for Wright Aeronautical Corporation, Lockland, Ohio; Curtis-Wright Propeller Plant, Caldwell, New Jersey; Detroit Tank Arsenal; City Machine & Tool Company, Toledo; Taylorcraft Company, Alliance, Ohio; and Republic Aviation Corporation, at Farmingdale, Long Island. Editorially, the publication says, "Albert Kahn, of Detroit, has been selected as the architect who has contributed most to the creation of modern industrial architecture. In examples of his work shown here we can see his masterful organization; logical assembly of factors for production."

In the same issue are buildings by Giffels & Vallet & Louis Rossetti, including Aircraft Building for the River Rouge Plant of the Ford Motor Company, Kelsey-Hayes Wheel Corporation, Small Arms Manufacturing Plant at Plymouth, and Fleetwings, Inc., airplane parts manufacturing plant.

Architectural Record shows Shoppers Parking Deck, by Smith, Hinchman & Grylls, and a house at Petoskey by Alden B. Dow (with picture of Alden on the terrace). "Buses, Trucks and Architecture" is the title of a Record article by John S. Warley, professor of Transportation Engineering at the University of Michigan, while in the same series Bus Terminal Design is discussed by Harry S. Pack, of Detroit, industrial designer and consultant on bus terminals.

The Record's treatise on "Planning for Tomorrow" includes a statement by Alvan Macauley, president, Automobile Manufacturers' Association, as follows:

"In short, the automobile industry is equipped to produce more and better cars. But if we are to realize their full potential, we must have increasing help from planners, engineers and architects."

Architectural Forum gives an interesting idea of defense homes project at Centerline, Michigan by Eliel and Eero Saarinen and J. Robert F. Swanson, proving that even this type of housing can be of good design.

House and Garden (November) looks at an architect's own house, that of Verne H. Sidnam, of Ditchy-Perry-Sidnam. The house is at 360 Mary Street, Grosse Pointe Farms.

Both the Record and the Forum illustrate the furniture designs of Eero Saarinen and Charles O. Eames.

And again D. K. Boyd scores with his Public Relations Section of Pencil Points.

YOUR MEMBERSHIP—If you are an architect registered in Michigan won't you support your organization by paying \$5.00 dues to March 1, 1942?

DETROIT'S \$5,000,000 CHAIR

BY FRANK BARCUS
City Plan Commission

The pen and ink drawing, to the right, is by Frank Barcus, from his book, "All Around Detroit."

It has long been an open question in Detroit why the Cadillac throne was allowed to continue such rapid deterioration that it has become a blot on the civic scene. Of course it makes a corresponding adornment for the convenience station a few steps away but in its present dirty and crumbling condition it is far from being an adornment to the heart of downtown Detroit.

It is not a highly expensive monument as far as money expended. It is built out of one block of red sandstone and cost only \$2500—by popular subscription—for design, (by John Scott Co.), carving and construction. But in its present damaged condition it looks more like thirty cents.

Forty years ago the action of the Board of Aldermen in the problem of erecting a suitable monument to celebrate and commemorate the 200th anniversary of Detroit's founding, resulted in the creation of a soft stone chair and the loss of a legacy to the city that amounted to more than five million dollars.

Detroit, at this time, had a young man who had achieved the pinnacle of success as a millionaire and as manufacturer. His name was Charles Lang Freer. He loved architecture, painting, sculpture, as well as his city. Freer's home on East Ferry Avenue was next door to the Col. Frank Heccker's home at Woodward and Ferry avenues. During his last 19 years in Detroit, his home became a crowded repository for his marvelous art collection.

When the question of a monument to Cadillac first came up Freer took a great personal interest in the idea and suggested to the Board of Aldermen that the city erect a memorial peristyle from Belle Isle to the mainland. He also promised to take care of the financial phase of the problem.

The Board of Aldermen received his sincere proposal with laughter. Freer was ridiculed, derided and insulted. Not one newspaper in Detroit gave him a word of encouragement. Mayor Maybury was the only one, apparently, who was in favor of Freer's idea but he was helpless in the political sea of criticism.

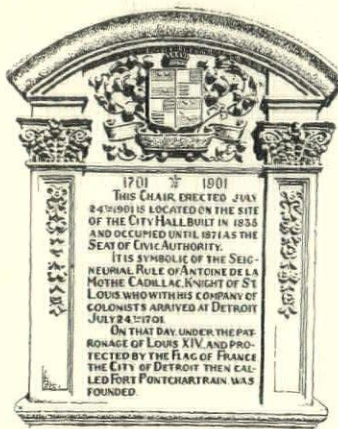
Detroit did not get the peristyle but it got the red stone chair, the idea of Alderman John L. Batchelder of the fourth ward.

Freer took the ill-treatment he received with the quiet contempt and indifference it deserved. From then on he lost all interest in the celebration and in Detroit. The critics went their way and Freer went his. Three years later, at the age of 46, he retired from business in Detroit and devoted himself entirely to study, travel, and the purchase of art. When he died 18 years later he was still mad at the city and he willed his immense wealth of money and art treasures to the nation instead of Detroit.

Because of a lack of courtesy and a cultural deficiency in the Board of Aldermen the city of Detroit lost one of the most famous art collections in the world. And Washington received a granite art gallery costing \$1,200,000, a marvelous collection of paintings, works of art and sculpture for public inspection and an endowment of \$2,000,000., the income of which is used for the purchase of additional works of art.

The chair, which looks as if it would be dangerous to sit on, will soon be gone. It may be that the back of the chair with its almost obliterated inscription and carved ornament may be preserved as a plaque in the basement of the Art Institute. The inscription follows:

"This chair, erected July 24, 1901, is located on the site of the city hall built in 1835 and occupied until 1871 as the seat of civic authority. It is symbolic of the seigneurial rule of Antoine de la Mothe Cadillac, Knight of St. Louis, who with his company of colonists arrived at Detroit, July 24, 1701. On that day, under the patronage of Louis XIV and protected by the flag of France, the city of Detroit, then called Fort Pontchartrain, was founded."



Barcus.

CADILLAC'S CHAIR
From drawing by Frank Barcus

FIVE EVENINGS

With The Metropolitan Art Association of Detroit

The Metropolitan Art Association was organized three years ago to provide a common meeting ground for the many and varied art groups in Detroit and the surrounding area. To this end the association offers a timely, varied program of lectures by outstanding leaders aimed to promote interest in the arts of our time.

Following each lecture a social hour is provided to afford an opportunity for the members to meet the guest artist and to become better acquainted with each other. This season's program of five lectures has been planned to coincide with important exhibitions at the Detroit Institute of Arts.

Board of Directors

Jay Boorsma, Chairman; Wayne L. Claxton, Vice Chairman; E. P. Richardson, Program Chairman; Miss Florence Davies, Miss Marion Loud, Mrs. William Rea, Miss Mabel Arbuckle, Mrs. Harry Winston, Beaver Edwards, Talmage C. Hughes.

Program for 1941-42

Tuesday, November 4: Daniel Catton Rich

Director of Fine Arts, Art Institute of Chicago.

Subject: "Contemporary American Painting."

Mr. Rich is here as a member of the jury for the Michigan Artist's Exhibition.

Thursday, December 4: Robert Edmond Jones

noted stage designer—"Green Pastures," "The Jest"

Subject: "The Theatre of the Future."

Tuesday, January 20: Van Day Truex

New York School of Fine and Applied Arts

Subject: "The Personality of Rooms."

On exhibition at the Museum. Exhibition of modern furniture assembled by the Museum of Modern Art.

Friday, February 20: Walter R. MacCormack

Dean, School of Architecture, Massachusetts Institute of Technology.

Subject: "City Planning."

On exhibition at the Museum: Public housing in the United States; and housing and city planning in Detroit. March meeting: Speaker and Exhibition to be announced.

All meetings are held at the Detroit Institute of Arts and the lectures begin at 8:30 P.M.

Architects are cordially invited to join the Metropolitan Art Association. Membership cards will be returned upon receipt of the annual dues of two dollars. Checks should be made payable to The Metropolitan Art Association and sent to Mrs. Marion B. Owens, secretary, at The Detroit Institute of Arts.

EDITOR'S NOTE: The Architectural profession has much to gain by affiliation with the Metropolitan Art Association of Detroit. You may, if you wish, send your check to the Weekly Bulletin. This cooperation will be greatly appreciated.

ARCHITECTS' MONOGRAPHS THROUGH CONTRACTORS' ADS

From Ill. Soc. of Architects Monthly Bulletin

The Editor: I wish to bring to the attention of the Illinois Society, for whatever action it may wish to take, the following described situation.

A number of architects in this vicinity have recently had published for them a brochure showing pictures of their work. The brochure is paid for by contractors' advertisements appearing in the back portion of the brochure. The architect furnishes and pays for the photographs to be produced. The publisher presents the argument that advertisements are worth to the contractor what he pays and, therefore, it is a worthy proposition.

My own inquiries do not confirm this view. I feel certain that contractors buy the advertising space only to "go along" with the architect. In cases where several architects in the same territory publish brochures, contractors are compelled to buy space in all the brochures which is a hardship for small firms.

Our firm published one of these brochures several years ago. Going into the proposition with some misgiving, we were shown previous publications of eminent architects and assured that everything was all right. After our publication appeared, brochures of many architects and a few prominent builders were circulated. We have recently been approached to publish a second brochure and I presume that the publishing company is about to make the rounds again; so it would be well to consider the proposition now.

—James H. Ticknor
Anderson & Ticknor, Architects
Lake Forest, Illinois

WAYNE UNIVERSITY OFFERS DESIGN COURSES

In the annual report of the Committee on Education, Detroit Chapter, The American Institute of Architects, as published in the October 14th issue of the Weekly Bulletin, a brief sketch of courses offered leading up to architectural careers was given for several institutions in Michigan.

Mr. Buford L. Pickens, A.I.A., assistant professor at the Wayne University calls our attention to the fact that under Wayne University no mention was made of the design courses in Wayne's Department of Art.

In addition to courses in civil engineering, Wayne University, provides in its Department of Art a wide offering for students who may wish to later continue at architectural schools, as well as for those seeking the Bachelor's and Master's Degrees in Design. There are three options: Industrial Design, Interior Design, and Craft Design. Facilities are offered, not only for painting, drawing, and sculpture, but also for Ceramics (at Pewabic), weaving, metal work, and stage design, history of art and architecture.

As a registered architect, Mr. Pickens has been a full time staff member in the Art Department at Wayne for the last three years. The University has made notable advances under the direction of Professor Wayne Claxton in teaching organic design as related to requirements of use, to material, and to constructive technics. This, of course, is the architect's approach to design. Besides teaching design, Mr. Pickens also presents the lecture course in the history and theory of modern architecture.

LATE FATHER OF FRANK EURICH, JR. HONORED

At the exhibition of cemetery art held in connection with the recent convention of the American Association of Cemetery Superintendents at New Orleans, Woodlawn Cemetery of Detroit was awarded highest honors.

Honored also, posthumously, was the late Frank Eurich, Sr., first superintendent of Woodlawn Cemetery, who was among the ten pioneers of cemetery development named for the association's Hall of Fame.

Detroit was also selected as the location for the 1942 convention of the association.

ILLINOIS PROGRAM

The architects in all sections of the country are becoming aware of the need for public information and are using various methods to bring, to the attention of the general public, the need and value of architectural service. The architects of Southern California have carried out a very successful radio program, (see August *Pencil Points*). This program was sponsored by contributions from the architects at first, but since the leads obtained from these broadcasts are increasing, a percentage of the fee received by the architect is being returned and placed in the fund, thus eliminating subscriptions from the architects. The leads are distributed alphabetically and the architects are privileged to designate the type of work they prefer, commercial, industrial or residential, etc. The architects of New York, are at present attempting to carry out a similar program.

Newspaper and magazine articles, public talks, radio, etc., are all valuable in bringing the services of the architect to the attention of the people. The public, due to the influence of the movies and radio, have become lazy mentally, and the human voice and the photo magazines have the greatest appeal at the present time.

The medical and legal professions have established in the mind of the layman a certain feeling of dependence and it should be the aim of the architects, if properly organized, to establish this same feeling of dependence by the layman in reference to building programs.

I suggest that a committee, composed of members from the Chicago Chapter, Central Illinois Chapter, Illinois Society and the Registered Architects of Southern Illinois, be selected to work out a definite collective program for Illinois.—*Bulletin, Central Illinois Chapter, A.I.A.*

B. & T. TO MARK 50TH YEAR

The Builders' and Traders' Exchange, of Detroit, will celebrate its Fiftieth Anniversary with a banquet at Hotel Statler on the evening of Wednesday, November 12.

Tickets are five dollars and all architects in this area should avail themselves of this opportunity to take part in a program of importance to our profession and to the building industry.

Eighteen hundred ninety-one marked the incorporation of the present Builders' and Traders' Exchange. The roots of the organization extend six years back—to 1885.

Continuous corporate existence for fifty years has ensued under a charter based on an act of the Michigan Legislature passed in April 1891—Public Act No. 28.

The purposes of the Builders' and Traders' Exchange defined in that act are as follows:

"of providing and regulating suitable rooms or places of meeting; to promote mechanical and industrial interests; to inculcate just and equitable principles of trade; to establish and maintain uniformity in commercial usages, by rules and regulation; to acquire, preserve and disseminate valuable business information; to adjust differences and settle disputes between members, or between members and others; and for other purposes conducive to the interests of members thereof."

ARCHITECTS' BOARD MEETING IN ANN ARBOR

A meeting of the board of directors, Detroit Chapter, The American Institute of Architects, was scheduled at Michigan Union at 2:00 P. M., Saturday, November 1. Emil Lorch, of Ann Arbor, fellow of the Institute, is Chapter president. Other members of the board are Ralph R. Calder, Talmage C. Hughes, Arthur K. Hyde, William E. Kapp, Leo I. Perry and Malcolm R. Stirton, all of Detroit, Kenneth C. Black of Lansing, and Robert B. Frantz of Saginaw.

The board was to consider a membership plan for unification of the profession, with a view to one state-wide organization, to supplant the Detroit and Grand Rapids Chapters of the Institute and the Michigan Society.

ARCHITECT ROGER ALLEN GRAND RAPIDS, MICH.

From Ohio Architect

BIOGRAPHICAL DATA

Roger Allen was born in Grand Rapids after the Revolutionary War. His father was an architect; the rest of his relatives could also go without food for long periods. The matter of Allen's education is shrouded in obscurity; 50 percent of the educational institutions in this country will sue you if you say Allen attended them, and will sue you if you say he attended any of the remaining 50 percent. This is known as a Mexican stand-off, although I do not know why. (I did pretty well, getting way down here before allowing the pronoun "I" to raise its pretty head.) The fact is that Allen is a self-made man, which proves the folly of using unskilled labor. He was about to enter the Massachusetts Institute of Technology for a special course when came the war. Allen accepted a



Allen

situation with the United States Navy, a young but growing concern, at the princely wage of \$17.60 per month. He was an apprentice seaman. Before he could locate the seaman he was supposed to be apprenticed to, he was made a Boat-swain's Mate, 2nd Class, then a Chief Yeoman, then an Ensign, and finally a Lieutenant, junior grade. As it was evident that in another couple of years he would be an admiral, at that rate, the Navy in the most underhanded manner arranged to have the war stop, just as Allen was going good, having lost the hearing in his right ear while serving in France with the U. S. Navy Railway Battery, a 14-inch gun on railway mount. This was a blessing in disguise, as a person with only 50 percent of normal hearing hears only 50 percent as much nonsense as would otherwise be the case.

After the war Allen spent two years in the office of Smith, Hinchman & Grylls in Detroit, and then returned to Grand Rapids and entered into partnership with his father, the late Frank P. Allen. Since his father's death he has practiced alone. His recent work includes the new Grand Rapids Public Museum, institutional work for the State of Michigan and a number of theaters.

Since accidentally discovering some years ago that persons will actually pay him money for writing down comical remarks, he has done a large amount of writing, in addition to practicing architecture. He conducts a daily column of humor called "Fired at Random", in the *Grand Rapids Press*. He cannot see anything strange about a man having two professions, and at the slightest provocation will tell you that he knows a man in the village of Portland, Mich., who is not only a union plasterer, but also a barber in the village hotel. "At first glance this may seem an incongruous combination," Allen will say, choking back a sob, "but upon analysis you see that he merely goes from lath to lather." His audience then jumps on a bicycle and rides off in all directions.

Allen has a charming wife, two attractive daughters of high school age, a beagle hound named Suzy Q and a cocker spaniel puppy named General Andrew Jackson. He believes in the democratic way of life, three hours for lunch, no taxation without representation, and that women should not stand in the front of elevator cabs. He smokes cigars incessantly; he never has a pencil, and his favorite flower is whole wheat.

LA GUARDIA SPEAKS TO NEW YORK CHAPTER

Fiorello H. LaGuardia, Mayor of New York City, spoke before a meeting of New York Chapter, A. I. A., October 2nd.

He said the local problems of that City are "trivial" in comparison with the situation which the country today faces nationally.

Said the Mayor, "The prime concern of architects should be post-war reconstruction. Inasmuch as architects are primarily planners, there is no better qualified profession to deal with post-war planning than yours. It is none too soon," he continued, "to start work on this program." He expressed the belief that if the defense program in this country is pushed through without delay the war will be over in 13 months, and the world will turn to the architectural profession for sound constructive advice.

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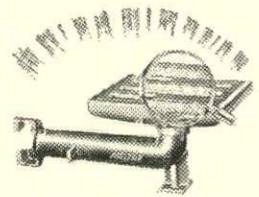
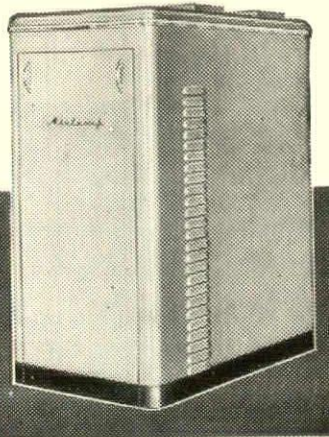
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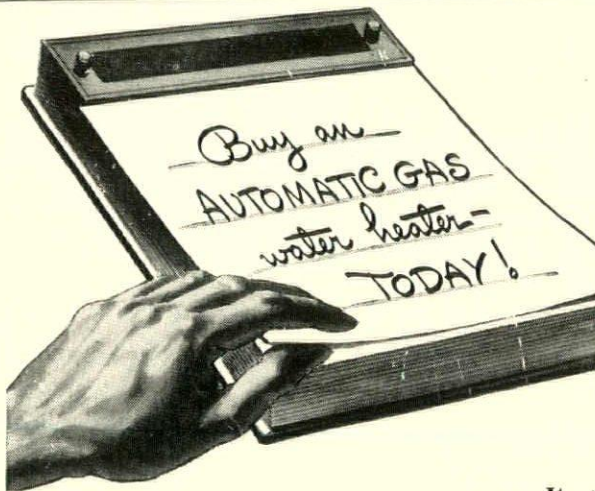
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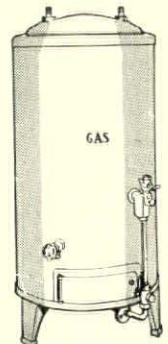


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WEEKLY BULLETIN



341
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Entered as second-class matter Dec. 9, 1930, at the Post Office at Detroit, Mich., under the Act of March 3, 1879. Published Weekly. Subscription Price: 50c per year (Non-members \$4.00) 10c per copy.

Volume 15

DETROIT, MICHIGAN, NOVEMBER 11, 1941

No. 45

DETROIT DIVISION DISCUSSES REGISTRATION

Fort Shelby Meeting Is Well Attended

Forty members of the Michigan Society of Architects' Detroit Division, attending a dinner meeting at the Fort Shelby Hotel Wednesday evening, October 29th, heard Leo M. Bauer, chairman of the Practice Committee, explain steps now being taken toward enforcement of the Registration Act.

Andrew R. Morison, past president of the Society and now a member of the State Registration Board, introduced Mr. Watts A. Shelly, newly appointed executive secretary of the Board, whose duty it will be to collect material and prepare it for presentation to the Board. Bauer pointed out that amendments to the Act, passed at the last session of the State Legislature and signed by Governor Van Wagener, will become effective soon after the first of the year. These amendments will make it illegal for one to serve as both architect and contractor, according to Bauer, and it is along these lines that proposed action is to be taken.

Shelly said that Bauer's Committee had turned in many reports, most of which were fairly complete, constituting what appeared to be air tight cases.

Frank H. Wright spoke of the architectural exhibition to be held at Hotel Olds in Lansing, in connection with the Society's 28th annual convention, April 3 and 4. The exhibition will be state-wide, Wright explained, open to all architects in Michigan, and of work done in Michigan. Awards will be offered in several classes of buildings and also for the best set of working drawings.

Incidentally Frank is currently being honored with a one-man show featuring his water colors, at the Jacobs Galleries, in the Book Tower. The show, which includes some fifteen subjects will continue until after Christmas.

A feature of this meeting—and a feature it can be called—was the attendance of our dear friend, Louis Kamper. This can be considered a special occasion because Mr. Kamper, and Mrs. Kamper, have been traveling a great deal of late. Mr. Kamper, responsible for a large portion of Detroit's

AN OPEN LETTER TO THE ARCHITECTS

Dear Jim:

Having an awful time trying to make these minutes humorous,—wish you were here.

I happen to be one out of about thirty-five who got hooked on a bloody steak dinner at the Porter Hotel in Lansing on October 21st. Wish I could find the cow it came off from, I think I could graft it back. It was so much alive that when biting into it, it moaned pitifully. Anyhow what I'm getting at, Jim, is this,—if anyone thinks he can drag me to such a gosh-awful dinner and pay 85c tax on it they got another guess coming, maybe two guesses.

Well, to get on with my story, we had a good meeting. About eleven architects from our home tribe attended and made the meeting lively for the old "goats" from Detroit and Grand Rapids. Zimmerman was there and sort of ran things for awhile—the bum even got me to write up these minutes; then there was Ackley, chairman of the meeting, and he actually gets up and says he's going to pass the "buck" and won't talk. Buck season doesn't start till November 15th but he didn't say a word about passing up the "does." A chap by the name of Herrick also attended and did very well at the "bar", and he wasn't chinning himself either; he couldn't even hold it up. "Happy Hooligan" was there, I mean Kressbach only he had a bump on the top of his block instead of a tin can. Then there was Ken and Lee Black and a man by the name of Stow; also Stewart and an Architect who says he's with the N.Y.A.—I suppose he meant the New York Americans, but

See OPEN LETTER—Page 3

skyline, is taking a much deserved respite from the hubbub that is architecture.

Larry Caldwell, in charge of the membership department, asks us to remind recalcitrant members that dues in the local division are only one dollar per year, payable forthwith, if not sooner.

Oh, yes, we almost forgot to mention—Al Herman presided, and he did a swell job. As Al is president, and a darn good one, we have come to expect that of him.

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LANGLEY SCHOLARSHIPS OFFERED

To encourage higher education in architecture, the American Institute of Architects will award Edward Langley Scholarships in 1942 for advanced study, research, and travel, it is announced by Richmond H. Shreve of New York City, president of the Institute. Any resident of the United States and Canada engaged in the profession of architecture is eligible.

The awards, limited to ten and with \$1,500 as the maximum stipend, provide for advanced study, research, and travel. Eligible groups include architects, architectural draftsmen, teachers of architectural draftsmen, teachers of architecture, students about to graduate from schools of architecture, and graduate students.

Architectural draftsmen employed by architects are eligible for scholarships, regardless of whether the draftsmen are engaged in drafting, writing specifications, supervising, or acting as executives, and whether or not they are college graduates. Although awards to undergraduates will not be made, draftsmen may apply for funds to do undergraduate work or to take special courses in architectural schools.

Proposals of candidates will be received at the national headquarters of the Institute, 1741 New York Avenue, Washington, D. C., from January 1 to March 1, 1942. All proposals must be made in duplicate on printed forms obtainable from the headquarters. A proposed candidate may be requested to submit examples of his work and to appear before a representative of the committee. Awards will be announced in June, 1942.

The Langley scholarships were established in 1936 by the will of the late Edward Langley, architect of Scranton, Pa., and a native of Canada. The fund aggregates \$104,000.

OPEN LETTER—(Continued from Page 1)

what in H--- are the "Yanks" doing with an Architect unless it's to get the boys "Home?" Then a guy by the name of Rosa, who got mad at the directors at one time or another for he sketched insulting pictures of them on place cards—rather clever idea though. Oh, yes, I almost forgot, "Gus" was there—you know who I mean, the guy who was introduced as a second Roger Allen. I was just thinking, Jim, wouldn't Gus look funny with Roger's bay window?

After our cow got nicely settled within us, this guy Gus gets up and starts beating Allen at his own game. He did pretty well too; everyone laughed when he told the story about the T.M. & the F.D. Then finally when "Gus Allen," I mean Gus Langius, got over being funny he introduced a big government man, his name Floyd S. Benjamin, director of the P. W. R. of the Federal Works Agency of Michigan. Ben told us "We are going to fool the W.P.A. after this war is over." It seems the P.W.R. will throw the shovel manufacturers out of business. All projects will be withdrawn from the P.W.R. bank so fast that leaning on shovels will be out and so will the W.P.A. If you don't believe me, don't ask me. One thing he said in connection with the W.P.R. is that this agency will prevent the waste of public funds—Jim, do you suppose he was hinting that they would eliminate the architects?

Then we had several minor bouts, such as the report of the Unification Committee and Tal Hughes spoke of the "trial balloon" or the priorities scare which is sweeping the country. Further details on the above may be had by asking someone who knows. So far nobody does,—or do they?

Following this the Allen-Ditchy feud got onto a weak start but it wasn't a shooting feud and we all decided to go home to a real feud. Oh, boy! When I told my wife what I paid for a one bell dinner there really was a feud.

Well, Jim, hope to see you at the next meeting, and the rest of the gang; they say it's going to be on art . . . Zimmerman halfway promised to bring a model in the flesh and explain "art" to us, or was I dreaming?

Sorry to ramble on this way but it's a rainy night and good for nothing anyhow.

Yours Truly,

Carl Rudine

HARRY NELSON HEADS PLUMBING & HEATING BUREAU

Harry O. Nelson, president of Nelson Company, of Detroit, was elected president of the Plumbing and Heating Industries Bureau at its twenty-second annual meeting in Chicago on October 31. H. F. Beglen, vice president of the American Radiator and Standard Sanitary Corporation, Chicago, was elected vice president and Frank B. Hackett of the Brunswick - Balke - Collender Company, Chicago was re-elected treasurer. Norman J. Radder of Chicago is secretary.



Nelson

Mr. Nelson has for many years been an association minded and has made distinct contributions to his field, as well as to the entire building industry. He is at present a member of the executive board of the Committee on Priorities and Allocation for Construction Materials, City of Detroit, and in 1932-33 he served as president of the Central Supply Association, largest association of plumbing and heating wholesalers in the United States.

MISCELLANY

Roger Allen, Grand Rapids architect announces the removal of his office from 1029 Grand Rapids National Bank Building to 1228, the same building. Telephone 8-0317.

W. D. Glardon (Whitehead Kitchens) has announced his removal from 4461 Woodward to 13559 Mettetal Avenue. The new telephone number is VE. 5-2284. Bill is still giving the same brand of service.

Ray W. Covey, structural engineer, announces the removal of his office to 828 Michigan Building. Telephone CADillac 6143.

Just saw a copy of Roger L. Waring's book of poems, "PLACES, In the Heart, In Life, In Fun"—Harold Vinal, Ltd., 526 5th Avenue, New York. Roger, a member of the Michigan Society of Architects, is now at 1402 Galveston Ave., Laredo, Texas.

George G. Ross, associate professor of landscape architecture and city planning at the University of Michigan, has been appointed secretary-director of the State Planning Commission.

Detroit City Plan Commission has selected Mr. Ladislav Segoe of Cincinnati as professional planning consultant. He comes to Detroit with a distinguished record, having served a large number of cities throughout the country.

W. B. Lorenz, member Michigan Society of Architects and Michigan Engineering Society, has become aeronautics instructor at the Detroit Institute of Technology. He succeeds Alex Lavrow, called to the War Department as senior airplane inspector.

Chicago Chapter, A.I.A., has voted to put its surplus funds into defense bonds, "to augment the defense activities of Chicago architects in the planning of factories, army and navy construction and other defense building."

Dennis B. Hull, A.I.A., of Chicago is chairman of the Chicago Fight for Freedom Committee, "to convince Chicagoans that full and open war is needed to defeat Nazi Germany."

In the last issue we mentioned the work of several Michigan architects illustrated in current issues of national architectural magazines. We neglected to mention that the furniture designs of Eero Saarinen and Charles O. Eames were also illustrated in *Pencil Points*—on page 633.

ARCHITECTS, CONTRACTORS DISCUSS SPECIFICATIONS

Report on Discussion of Committee work pertaining to specification clauses held at the regular meeting of the General Builders Association, Hotel Statler, Wednesday, June 4, 1941, 12:15 P. M.

Architect George Diehl was present as a guest of the Association. The primary interest of the contractors was to learn what progress had been made regarding the joint committee work between the Detroit Chapter, American Institute of Architects, the Detroit division of the Michigan Society of Architects, and the Committee on Relation to Architects of the General Builders Association of Detroit.

Mr. Diehl gave a progress report of the Architects' Committee work regarding those matters since the last meeting with the Association's committee. He stated he was waiting for word from Mr. Aloys Frank Herman, President of the Detroit Division of the Society, on the appointment of a new architects' committee to handle this work. No formal action had been taken by the Architects, he said, but the specific recommendations of the joint committee had been considered by the architects' groups and he could report the general sense of their meetings.

Going through the draft of the joint committee work and commenting on the quotation, "Un-standard general conditions", Mr. Diehl pointed out that the majority of architects recognize a cooperative responsibility with the contractor and do not sanction the use of ambiguous language but prefer succinct language which unmistakably tells exactly what is wanted, and who is to furnish it. At the same time, Mr. Diehl laid stress upon the contractor's responsibility in paying particular attention to the general conditions and specification standards of The American Institute of Architects.

Mr. Diehl took up each recommendation of the joint committee.

No. 1. Regarding clarity of statement as to who obtains and pays for specific permits, licenses, fees, royalties, patents, etc., Mr. Diehl said he believed the architects would concur.

No. 2. Regarding guarantee clauses, Mr. Diehl pointed out that these conditions were covered in the general standard of the American Institute of Architects. He felt the architects would agree to committee recommendations avoiding calling for guarantees which cannot be furnished, being specific so that cases of failure can be traced to the party responsible and providing that any trade following another and finding work that will prevent proper installation and guarantee report to the Architect for correction or else assume responsibility.

No. 3. Architects, he felt, would concur with recommendation No. 3 regarding omission of general contractor's signature when subcontractor is approved by architect.

No. 4. Mr. Diehl apparently felt architects would also agree with recommendation No. 4 providing exact specification as to coverage by particular trades.

Mr. Couse mentioned the matter of specifying both method and result.

Mr. Diehl felt that while, in most ordinary operations, a contractor could follow standardized procedure, there were cases where it was necessary to specify method or that portion of the work would be left open with an even greater possibility of unjustified bid differentials. Transit mix was mentioned particularly.

Suggestion was made by Mr. Burke that the architects adopt a policy of specifying on all jobs that where transit mix concrete is used it be certified both as to quality or grade and as to volume. Mr. Diehl said he thought this was a good suggestion if it could be carried out in practice.

Mr. MacMullan asked Mr. Knight to explain the procedure of testing concrete. Mr. Knight said that the City required cylinders to be made of each order, at intervals which were tested by the City at the end of seven and at the end of twenty-eight days. He explained that the certification as it is done now applies only to grade on order and must be through testing laboratory or representative.

He pointed out that any individual contractor who expected testing must pay a high rate for it, for if demand for certification is not enough on the date of his order to carry the cost of a day of certification, the cost applies only to a small amount. Certification of all transit mix, both as to grade and volume would distribute the cost of such testing as is necessary on the basis of the aggregate order and, if demand from all contractors could support it, it seemed a good idea. One concern had for a time furnished all certified transit mix, but had discontinued it.

Mr. Diehl said that if the architect's specifications on transit mix could help bring about the result of certification and standard procedure, the architects, he felt, would be glad to cooperate.

The matter was left for further study.

No. 5. Regarding specifications avoiding calling for any class of journeymen to do a certain job in order to avoid involvement in jurisdictional disputes, Mr. Diehl stated that the Architect was interested primarily in obtaining workmen "skilled in their particular trade" and that, in general, any specification which brought about this result would be satisfactory.

No. 6. Regarding arbitration clause; Article 40, General Conditions of The American Institute of Architects being recommended, Mr. Diehl reported that he was sure the architects would concur.

No. 7. This recommendation that 10% be the maximum retaining fee, on the whole job, if private work, or on the first 50% of bonded work did not seem to be very clear as it was apparently interpreted to mean that on bonded work all retention would be returned when the job was 50% complete. However, upon interpretation that it would mean a 5% retention on bonded work until completion of the job, Mr. Diehl said he felt the Architects would agree. He pointed out that as long as the bonding company were satisfied, the Architect should be.

On this point, Mr. Wettlaufer brought up the question of a waiver of lien. He referred to specifications which called for such a waiver when it came directly under the jurisdiction of the bonding company. Mr. Diehl agreed that there was room for discretion on this matter, and stressed the Contractor's responsibility in giving notice to the Architect that such waiver was at the discretion of the bonding company.

At this point in the discussion, Mr. Diehl again reminded the Contractors that there was nothing official in anything he said at this time, but he could reiterate that the conditions under discussion had been considered at some length by the Architects and, in general, he could maintain that there was a greater balance of agreement than discussion in the opinions which had been expressed by the Architects' groups.

No. 8. Mr. Diehl said that the question of payment for material on the ground also required discretion. If the material were properly stored for the job, or satisfactory built in, then, this recommendation would be at good purpose. The recommendation sponsors 90% payment.

No. 9. Mr. Diehl said he felt that the Architects would agree to recommendation No. 9 regarding a minimum addendas issued only before bidding.

No. 10. Recommendation No. 10 providing for a minimum of alternates to insure bringing the job within the appropriation would also meet with the Architects' approval, Mr. Diehl said.

No. 11. Recommendation No. 11 was omitted for the purposes of this discussion as it had been previously considered. The recommendation is to solve the problem created by specifying both method and result.

No. 12. Mr. Diehl said he felt the Architect's reaction on recommendation No. 12 would be that the unit price should be included in the bid, but on the question of different types of work, (for instance, concrete in footings, basement walls, columns, beams, slabs, etc., with their varying costs), he felt something could surely be worked out.

No. 13. Regarding unit price on additions as contrasted to deductions, Mr. Diehl said the Architects would undoubtedly find a standardized table of costs acceptable. However, Mr. Butts pointed out that such a table would

be almost an impossibility since the variance would be so great. Mr. Diehl agreed with the sense of recommendation No. 13 that unit prices are different as between additions or deductions.

No. 14. This recommendation certainly had the backing of Architects, Mr. Diehl asserted. The recommendation is against Bulletins being written and issued only to invite price cutting.

No. 15. Regarding the owner taking responsibility for damages suffered by the Contractor through fault of any other contractor employed by the owner, through the owner, or his representative, Mr. Diehl said he felt Architects were cognizant of the advisability of full cooperation of all parties involved in any contract and added that any separate responsibility should be clearly defined.

No. 16 & 17. It was Mr. Diehl's observation that recommendations Nos. 16 & 17 were only a matter of applied common sense—a factor, which he held should not be lost sight of even under stress of heavy work. These recommendations favor the adoption of Article 22, General Conditions of The American Institute of Architects and the provisions regarding bid coverage of drawings for project. Mr. Diehl asserted that it would be clearly the responsibility of the Architect if specifications were not aligned with the drawings of project, or vice versa, but that, certainly discretion should be used in considering unavoidable errors of small note. He advocated the responsible architect going directly to the owner regarding such a question.

No. 18. Regarding the listing of subcontractors, Mr. Diehl was now operating under a method of specifying a list of approved subcontractors with the requirement that the bids be submitted with work figured by at least one out of, perhaps, six subcontractors. He agreed that there should be no requirement that the amounts of subcontractors' bids be listed.

There was some discussion regarding the advisability of setting up an incidental fund to cover lee-ways for the exception to the rule and to act as a cushion for all trades. It was evidently the consensus of opinion that such a set up would serve a good purpose for all parties included in the contract. The thought seemed to be that if an owner were given to understand the purpose of such a fund, he would have no objection to it. Rightfully used, it could act as a fine selling point on successive jobs.

DEFENSE BUILDING ANALYZED

Methods of regulating construction under a war economy are detailed in the ninth edition of the World Economic Survey of the League of Nations, now being distributed in this country by the International Documents Service of the Columbia University Press.

Analyzing the problems to be met in the United States, the survey cites different programs which have been adopted to facilitate the expansion of the armament industry. "Simultaneously with the restriction of ordinary building activity, the direct control of essential construction has tended to become centralized," the survey states in pointing out that "the expansion of plant to meet maximum requirements particularly in the heavy industries, much of which is not likely to yield a profit in peace conditions, presents obvious financial problems."

FIRED AT RANDOM

Roger Allen in *G. R. Press*

A bridge game is twice as bad as the Civil War; in the Civil war only North and South were mad at each other.

... and for some reason this reminds me of a midshipman at the Naval academy who was taking an examination and came to the question, "What is the difference between a fort and a fortress?" He thought for some time and then wrote, "I am not sure, but I think a fortress would be more difficult to silence."

Appendicitis operations are too expensive. What this country needs is a good five-cent scar.

NOVEMBER 11, 1941

DETROIT DIVISION DUES

Only a few architects in the Detroit area have paid current dues in the Society's Detroit Division. If you are one who hasn't please send one dollar now to Lyle S. Cole, treasurer, 1111 Collingswood Ave. Those who have paid as of October 29, 1941, are as follows:

Leo M. Bauer, Chester L. Baumann, Robert Blakeslee, Charles E. Boardman.

Lawrence E. Caldwell, Lyle Cole, Mark M. Conklin, F. E. Cox.

George F. Diehl, Clair W. Ditchy.

L. A. Edwards.

Cornelius L. T. Gabler, Branson V. Gamber.

M. E. Hammond, Aloys Frank Herman, Talmage C. Hughes.

Lawrence B. Jameson.

Louis Kamper, J. D. Kenyon, Sol King.

J. W. Leinweber.

Gerald M. Merritt, Arthur H. Messing, Frank Miles.

C. William Palmer, Earl W. Pellerin, P. R. Pereira, F. Gordon Pickell.

P. R. Rossello.

Leo J. Schowalter, H. T. Simons, John Skart, E. M. Smith, Malcolm R. Stirton.

John C. Thornton.

Dirk Van Reyendam, V. L. Venman.

Morris Webster, Frank H. Wright.

REGISTRATION ACT AMENDMENTS EFFECTIVE JANUARY 10, 1942

House Enrolled Act No. 180, an amendment to Act No. 240, Public Acts of 1937, it is understood, will take effect ninety days after adjournment of the Legislature, or on January 10, 1942.

The effects of the amendments are two-fold; first to restrict the title, 'architect' or 'engineer' to those registered as such and second, to prohibit an architect from having a prejudicial interest in a project.

The passages that differ from the present act are as follows:

"No person shall publicly use the term 'architect,' 'professional engineer' or 'land surveyor' in connection with his name unless such person is registered under the terms of this act.

"No registered architect shall be engaged or interested in the sale of building materials or have any interest in any project or structure, prejudicial to his professional interest therein."

Announcement has been made of the marriage of Miss Catherine Christine Schartz to Mr. William Frederic Gorrish on October 15, at Ann Arbor, Michigan. The couple will be at home at the Garden Court Apartments, in Detroit, after December 1.

Dow Chemical Company will soon let contracts for a \$52,000,000 magnesium plant, "somewhere along the Gulf of Mexico."

At the Sixteenth Annual Convention of the California State Builders Exchange, Donald Beach Kirby, A. I. A., of Balboa Island, was elected president. Mr. Kirby is vice-chairman of the Committee on Public Information, The American Institute of Architects.

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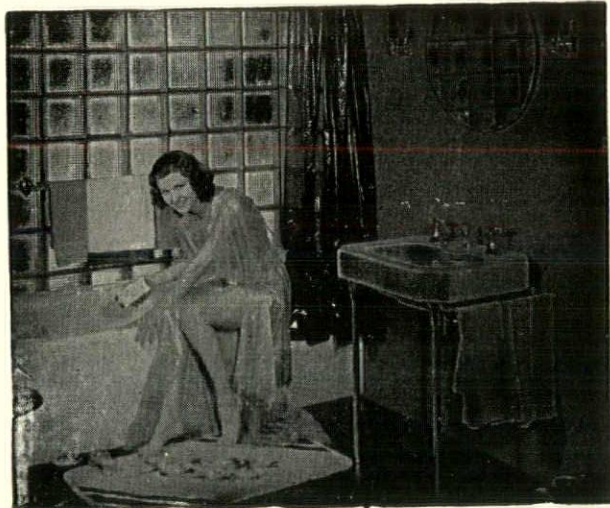
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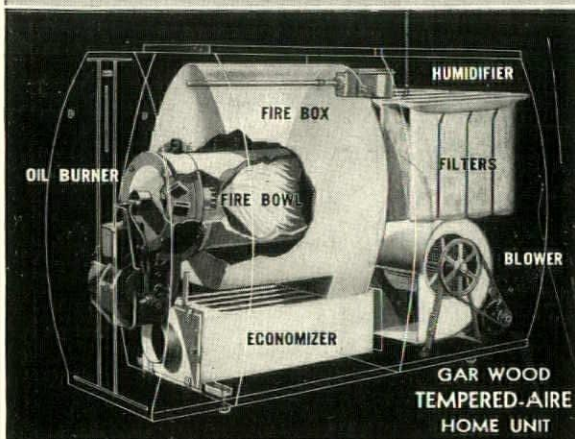
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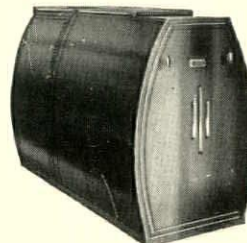
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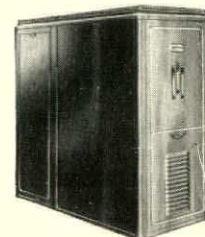


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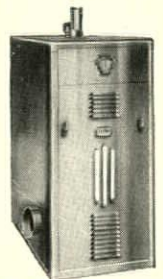
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Entered as second-class matter Dec. 9, 1930, at the Post Office at Detroit, Mich., under the Act of March 3, 1879. Published Weekly. Subscription Price: 50c per year (Non-members \$4.00) 10c per copy.

Volume 15

DETROIT, MICHIGAN, NOVEMBER 18, 1941

No. 46

To All Architects in the Detroit Area

SPECIAL INVITATION

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THE WARDELL, TUESDAY, NOVEMBER 25

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Guest Speakers

Mr. C. R. Smedley, Chief Color Engineer, The Glidden Co., Cleveland, Ohio, and Miss G. R. Probeck, color consultant and practicing decorator, Time-Tested Decorating Studios, Cleveland.

Your reporter has previewed this program, before the Toledo Chapter, A.I.A., and can recommend the program as highly instructive, interesting and worthwhile for architects. Mr. Smedley and Miss Probeck have been enthusiastically received by other architectural groups throughout the country, during the past few months. They not only talk color, they show it by actual demonstrations with portable equipment. These demonstrations are not pictured.

This presentation, which is not lengthy, will be followed by a brief meeting of the Detroit Division, M.S.A. Important matters of practice and registration will be reported upon—All architects invited.

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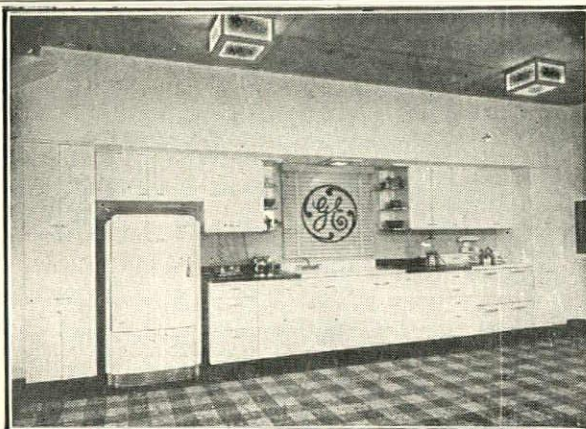
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GLASS—OLD AND NEW

Radio talk by the Hi-Speed Factfinder

The first impressive fact about glass, to us, is that it was discovered and not invented. Glass is not, you know, a natural product. Yet, look at the glass in your window, or on your table, or look at your windshield. Doesn't it look more like an invention than a discovery? And yet, although the inventiveness of man has created new forms and perfected old ones, glass is traditionally supposed to have been discovered in the remains of a bonfire! Phoenician sailors are supposed to have built a fire on a sandy shore of the Mediterranean about five thousand years ago, in a fire-place made of cakes of nitre. The nitre and the beach sand fused in the heat and left—glass.

What man has done with his discovery since then is a story of romance. Glass blowers have been honored highly for centuries; their secrets have been protected zealously by their kings and queens; and today, the glass makers are performing miracles.

I suppose the most common form of glass is the window pane. Taking the bubbles and crinkles out of window glass was the development of many generations. Modern window glass stems from the observation of one Irving W. Colburn, who watched the making of paper, and whose idea of turning raw materials into a sheet of glass in one continuous operation was brought to perfection by Edward Drummond Libbey and Michael J. Owens, of the famous Libbey-Owens-Ford Glass Company.

From railway cars, the raw materials are run up by cup elevators into huge circular concrete bins, like farm silos, but much larger. From these, the ingredients of the "batch" are drawn by gravity, and thoroughly mixed in a power hopper. The batch travels along a broad band on a conveyor system nearly a quarter of a mile long, to the furnaces. It is fed into the furnaces with a certain amount of cullet, or broken glass; and there it's melted. Looking into one of those furnaces, is looking in upon a lake of fire.

This lake is being replenished constantly at one end, and a broad carpet of white-hot, even-flowing glass is always pouring forth from the other. This passes first through a cooling chamber where it is toughened sufficiently to withstand a straight upward pull to bending rollers. Then it is sent over flattening rollers, and into thelehr, for slow, thorough annealing. The powdered batch and broken cullet have become fused into a solid, transparent sheet. Then comes the cutting operations which are a story in themselves.

This is the ultra-modern flat-drawing process perfected by Libbey-Owens-Ford.

A step up from ordinary window glass is plate glass. In chemical content and physical form, window glass and plate glass may be identical; the difference between them is that plate glass must have further processing to produce the characteristics that give it superior market value. Plate glass gets bathed and polished; it's treated with sand and water and felt and rouge.

MISCELLANY

Norman Krecke, architect, announces the removal of his offices to 828 Michigan Building, Telephone CHerry 1632.

* * *

Southwestern Michigan Association of Architects met Tuesday evening, October 28, in the Burdick hotel, with architects from Kalamazoo, Battle Creek, and Benton Harbor in attendance. Members discussed needed architectural projects for Southwestern Michigan which will be required by future long-range planning in connection with known engineering projects.

* * *

Y.M.C.A. at Kalamazoo has just held a banquet dedicating the new addition to their building, for which Louis C. Kingscott was architect.

NOVEMBER 18, 1941

FIRED AT RANDOM

Rod Allen's Daily Column in G.R. Press

Miss Lana, formerly Lena, Ledbetter has accepted a position as oolong observer at the Elite Eatery, and the Elite has a new sign in the window reading "A Five Course Dinner and Your Fortune Read in Tea Leaves for 35 cents." When patrons insist on ordering coffee, Lana tells them the offer is canceled on account of wet grounds, and then laughs like anything. Lana is quite a card.

Miss Ella Veiter, our lady blacksmith, says the world series cost her a lot of money; she got so nervous listening to the Dodgers lose she twisted almost her entire stock of horseshoes out of shape.

* * *

Architects agree that the house of the future will have no back door. With no back door, where will the puppy go when you open the front door for him?

* * *

In the average Grand Rapids home, the year falls into three parts: Four months getting father to put up the screens, four months of having the screens up and four months getting father to take them down again.

* * *

In other words, father flunks his screen test.

ARCHITECTS' BOARD APPOINTS EXECUTIVE

The Michigan State Board of Registration for Architects, Professional Engineers and Land Surveyors has announced the appointment of Watts A. Shelly as executive secretary.

Shelly, a Detroiter, graduated in engineering at the University of Michigan, and in law at the Detroit College of Law. He has had practical experience with Allied Engineers, Inc., of Jackson, Michigan State Highway Department, W.P.A. Project and Planning Division, at Lansing, and Giffels & Vallet, Inc., of Detroit. For the past three years he has been assistant manager of transportation, foreign trade department of the Detroit Board of Commerce.



Shelly

In his new duties he will be charged with collecting information and preparing cases for the Board to enforce Act. 240, Public Acts of 1937, known as the Architects and Engineers Registration Act.

On January 10, 1942, House Enrolled Act 180, an amendment to the Registration Act, will become effective. The purpose of the amendments are to restrict the title of "architect" or "engineer" to those registered as such and to make it illegal for an architect to act also as a contractor.

The Board consists of Henry T. McGaughon, of Pontiac, chairman; Wells I. Bennett, Dean, College of Architecture, University of Michigan, Ann Arbor; Professor Wilfred C. Polkinghorne, of Houghton; Louis C. Kingscott, of Kalamazoo; and Clyde R. Payton, Andrew R. Morison and Laurence G. Lenhardt, all of Detroit. Charles T. Olmsted (not a member of the board) is secretary. Offices of the board are at 307 Transportation building, in Detroit.

DWIGHT H. PERKINS

Dwight Harold Perkins, Fellow of the American Institute of Architects, died in Lordsburg, N. M., on November 2, at the age of 74.

He was nationally known as architect for more than 200 public buildings in Chicago and elsewhere. Mr. Perkins served as architect for the Chicago public schools from 1905 to 1910.

In addition to his architectural work, he served for 20 years as chairman of the plan committee of the Forest Preserve Commission and was the founder of the Prairie Club that campaigned for the creation of the preserves.

Until his retirement in 1936, Mr. Perkins lived at 2319 Lincoln street, Evanston. He is survived by his daughter, Miss Eleanor Perkins, and a son, Lawrence B., both of Evanston.

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COMMITTEE ON PUBLIC INFORMATION

Herewith is a list of committee members and local representatives on the Institute's Committee on Public Information for the year 1941-42. All ninety-two chapters and state societies have been heard from and those local representatives listed have been appointed by chapter and society presidents. This makes a hundred per cent record to start with. In every case presidents have been asked to make appointments of local representatives and get their acceptances. In this way a responsibility devolves that would not otherwise be.

The next step in our plan of organization is for Committee Members (one in each region) to organize public information programs in their chapters and societies, and be responsible for activity, just as in the case of regional directors. One thing that can be done now, and without any expense, is a series of articles for newspapers. Subjects might be anything that would bring out the beneficial services that the profession can render to society, but special emphasis on the architects part in the defense program would be desirable. Post war planning too is of interest to the public. We are told that the Royal Institute of British Architects is even now redoubling its efforts to prepare the public and governmental officials for a post war program in which the architects will lead.

Copies of such articles should be sent to the chairman for forwarding to the Institute's publicist, Mr. James T. Grady. Such articles that have merit can be processed into newspaper style by Mr. Grady and sent to newspapers throughout the country.

With the cooperation of members and local representatives a good showing can be made before the Institute convention in Detroit next spring. All those listed herewith are on the mailing list of the Weekly Bulletin and an exchange of ideas is invited.

PRODUCERS PLAN CHRISTMAS PARTY

Producers Council of Michigan, at its regular luncheon at La Casa Loma Monday, November 10, took the first step in their projected Christmas Party for 1941, which is to be along the lines of last year's event.

E. Douglas Ainslie, presiding, stated that the locale had not been selected but that it would probably be held at a downtown hotel. All those who have attended these events in the past will recall that they are most delightful and do much to cement the good relations of architects and members of the local Producers' Council.

Treasurer Black reported a healthy condition of his department, which is another indication of a very live organization. Doug Ainslie was elected to represent the producers at the meeting of the Michigan Society of Architects board of directors at the home of Alden B. Dow in Midland, on November 14.

It was stated that no Building Industry Banquet would be held this year but instead the Producers will join with the M.S.A. at their convention in Lansing, April 3 and 4.

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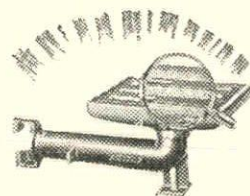
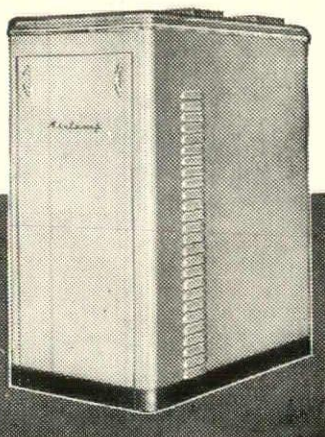
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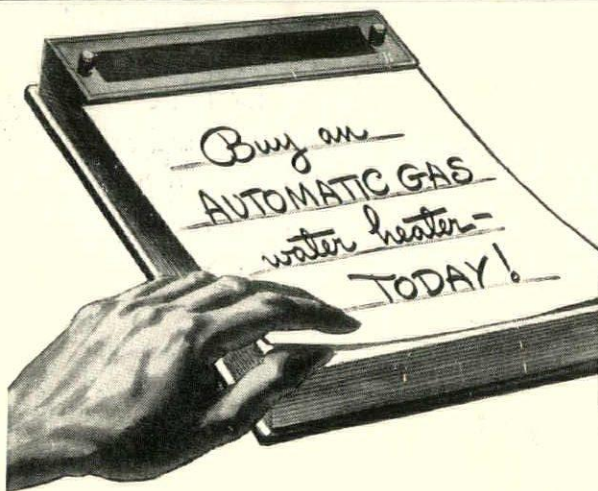
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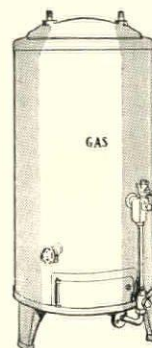


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Entered as second-class matter Dec. 9, 1930, at the Post Office at Detroit, Mich., under the Act of March 3, 1879. Published Weekly. Subscription Price: 50c per year (Non-members \$4.00) 10c per copy.

Volume 15

DETROIT, MICHIGAN, NOVEMBER 25, 1941

No. 47

SPECIAL DEFENSE ISSUE

Devoted to the Work of
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FORD AIRPLANE ENGINE PLANT—Another major defense project nears completion on the Rouge plant grounds of the Ford Motor Company. It is the \$23,000,000 airplane engine plant, which soon will be turning out 2,000-horsepower Pratt & Whitney Twin Wasp airplane engines for the U. S. Army at the rate of one an hour. The front side of the building will be occupied by the Ford aircraft apprentice school.

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Giffels & Vallet chose Stran-Steel for the Ford Foundation

Stran-Steel framing was chosen for the original group of apartments, terraces and business centers of the huge new Ford Foundation project in Dearborn, Michigan. Giffels & Vallet, Inc., and L. Rossetti, architects and engineers for this modern, 14,000-person housing project, specified Stran-Steel framing only after careful investigation of all practical materials and types of construction in use today.

After a thorough investigation of many materials, Stran-Steel framing was chosen exclusively for the walls, roofs and floors. Stran-Steel combines low cost and construction speed with the accepted advantages of skyscraper-type framing—it is fire-safe, shrink-proof, less expensive to maintain. As in many other housing projects, Stran-Steel's adaptability to large-scale production techniques effected appreciable savings in time, labor and materials. One of the 24-apartment units was completely framed in six days by a regular carpenter crew, without special tools or training.

Stran-Steel's engineering staff is at the service of any architect or builder to develop plans for framing housing projects at lower cost. Stran-Steel Division, Great Lakes Steel Corporation, 607 Shelby Street, Detroit, Michigan.

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You Can't Charge It!!

Thousands of people who have never paid income taxes will pay next year on this year's income, and thousands will find their income taxes doubled. (Read the Tax Table clipping below.) These additional taxes, of course, go to pay for the Defense Program.

THERE are only two ways in which to meet taxes and other debts and obligations.

- (1) From savings or reserves
- (2) Out of earnings

Most of us have to meet our debts and obligations out of current earnings; out of our pay envelopes. This year, NOW, it will lessen the difficulties and inconveniences of the future if we think seriously of how we are going to meet these taxes next year (March 15th), and the next year, and the next.

Our Savings Department is available to aid you in setting aside a portion of current earnings or you can buy United States Tax Anticipation Notes* to cover such obligations as arise from Income Taxes.

Your Income Tax

WASHINGTON, Sept. 18.—(U.P.)—The following table shows the greatly increased income taxes that millions of Americans will have to pay next year under the higher rates and reduced exemptions of the next tax bill. "Net income" means a person's entire income after deductions for things as contributions, interest paid out, and bad debts. It is the figure remaining before the personal exemption is subtracted. The personal exemption will be only \$750 for single persons and \$1,500 for married.

The table assumes that all income is earned—that is, that it comes from salaries, wages and commissions. Persons whose income is derived in whole or in part from investments would pay lower taxes than those shown in whole table as there is an allowance of \$400 of net income for each dependent.

SINGLE PERSON NO DEPENDENTS		MARRIED PERSON NO DEPENDENTS	
NET INCOME	PRESENT TAX	NET INCOME	PRESENT TAX
800	0.44	1,000	0.44
900	0.44	1,100	0.44
1,000	0.44	1,200	0.44
1,100	0.44	1,300	0.44
1,200	0.44	1,400	0.44
1,300	0.44	1,500	0.44
1,400	0.44	1,600	0.44
1,500	0.44	1,700	0.44
1,600	0.44	1,800	0.44
1,700	0.44	1,900	0.44
1,800	0.44	2,000	0.44
1,900	0.44	2,100	0.44
2,000	0.44	2,200	0.44
2,100	0.44	2,300	0.44
2,200	0.44	2,400	0.44
2,300	0.44	2,500	0.44
2,400	0.44	2,600	0.44
2,500	0.44	2,700	0.44
2,600	0.44	2,800	0.44
2,700	0.44	2,900	0.44
2,800	0.44	3,000	0.44
2,900	0.44	3,100	0.44
3,000	0.44	3,200	0.44
3,100	0.44	3,300	0.44
3,200	0.44	3,400	0.44
3,300	0.44	3,500	0.44
3,400	0.44	3,600	0.44
3,500	0.44	3,700	0.44
3,600	0.44	3,800	0.44
3,700	0.44	3,900	0.44
3,800	0.44	4,000	0.44
3,900	0.44	4,100	0.44
4,000	0.44	4,200	0.44
4,100	0.44	4,300	0.44
4,200	0.44	4,400	0.44
4,300	0.44	4,500	0.44
4,400	0.44	4,600	0.44
4,500	0.44	4,700	0.44
4,600	0.44	4,800	0.44
4,700	0.44	4,900	0.44
4,800	0.44	5,000	0.44
4,900	0.44	5,100	0.44
5,000	0.44	5,200	0.44
5,100	0.44	5,300	0.44
5,200	0.44	5,400	0.44
5,300	0.44	5,500	0.44
5,400	0.44	5,600	0.44
5,500	0.44	5,700	0.44
5,600	0.44	5,800	0.44
5,700	0.44	5,900	0.44
5,800	0.44	6,000	0.44
5,900	0.44	6,100	0.44
6,000	0.44	6,200	0.44
6,100	0.44	6,300	0.44
6,200	0.44	6,400	0.44
6,300	0.44	6,500	0.44
6,400	0.44	6,600	0.44
6,500	0.44	6,700	0.44
6,600	0.44	6,800	0.44
6,700	0.44	6,900	0.44
6,800	0.44	7,000	0.44
6,900	0.44	7,100	0.44
7,000	0.44	7,200	0.44
7,100	0.44	7,300	0.44
7,200	0.44	7,400	0.44
7,300	0.44	7,500	0.44
7,400	0.44	7,600	0.44
7,500	0.44	7,700	0.44
7,600	0.44	7,800	0.44
7,700	0.44	7,900	0.44
7,800	0.44	8,000	0.44
7,900	0.44	8,100	0.44
8,000	0.44	8,200	0.44
8,100	0.44	8,300	0.44
8,200	0.44	8,400	0.44
8,300	0.44	8,500	0.44
8,400	0.44	8,600	0.44
8,500	0.44	8,700	0.44
8,600	0.44	8,800	0.44
8,700	0.44	8,900	0.44
8,800	0.44	9,000	0.44
8,900	0.44	9,100	0.44
9,000	0.44	9,200	0.44
9,100	0.44	9,300	0.44
9,200	0.44	9,400	0.44
9,300	0.44	9,500	0.44
9,400	0.44	9,600	0.44
9,500	0.44	9,700	0.44
9,600	0.44	9,800	0.44
9,700	0.44	9,900	0.44
9,800	0.44	10,000	0.44
9,900	0.44		
10,000	0.44		

Plan NOW to meet your new or increased taxes and other debts when due.

*United States Tax Anticipation Notes may be purchased through any bank.

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ARCHITECTS' INSTITUTE TO HEAR HOWARD CRANE

C. Howard Crane, internationally distinguished architect of Detroit and London, will be the speaker at a dinner meeting of Detroit Chapter of The American Institute of Architects at the Wardell apartment hotel Friday evening, November 28.

Crane, who formerly resided in Detroit and still maintains offices here, has for some years been in London, England engaged on large projects in the fields of commercial, industrial and exhibition buildings.

HERE ON WAR BUSINESS

"There have been no bombings in London worth mentioning since last May," Crane says, pointing out that everyone goes about his business there as if nothing much had happened.

"The restaurants and theaters are crowded and all sorts of parties are on at all times. They dropped bombs into Earls Court a few times, but no great damage was done.

(Crane built Earls Court, the largest recreational center in the world and an architectural feat which was said by British authorities to be impossible.)

"I'm busy these days building factories and I don't have a lot of rest. My last one will house about 500 women and 200 men working on shell casing. The women are the better workmen, by the way, and get less money. But that will be adjusted. I don't know just how long I'll be here. I'm really on some war business.

"England is very optimistic about the final outcome. If the United States really makes good on that slogan. 'Everything short of war,' Hitler will be defeated, you may be sure. If it doesn't—I hate to think of what will happen then."

Emil Lorch, Chapter president, in announcing Mr. Crane's talk said that he would give an insight into what British architects are doing toward a post-war program, with special reference to how American architects could benefit from their experience.

GOOD PUBLIC INFORMATION

Mr. John K. Cross, A.I.A., president, Washington Metropolitan Section, Maryland Society of Architects, 4828—43rd Place, N. W., Washington, D. C. indicates an action program of his organization in the following communication.

You are chairman of the Public Information Committee of the A.I.A., and we are a State Architectural Society, affiliated with the A.I.A., so therefore, I thought you would be interested to know that the Washington Section of the Maryland Society of Architects, has decided to concentrate its efforts this year on public relations.

I have studied all the P. R. in Pencil Points and it was the inspiration for the following idea which the Washington Section is now working upon.

A show window display on a very busy thoroughfare in this city, will contain a pictorial display dramatizing the "EIGHT REASONS". We will very likely work in the war angle by heading it "The Architect in Peace and in War." I am trying to swing the Washington Chapter of the A.I.A. to work in a joint effort with us.

Those "EIGHT REASONS" contain a story which must be told over and over again to the public. Tell it with pictures for we all know a picture is worth a thousand words.

Each of the reasons can be driven home in the minds of the public, by action photographs, models and placards to tie the ensemble together in a dramatic manner.

The State Societies and the A.I.A. should standardize such an exhibit and have many of them shown throughout the country.

You know how the steel industry dramatized the making of steel by a most interesting movie. The architectural profession through the A.I.A., should produce a movie which could use the "Eight Reasons" as a basis for telling its story to the public. There would be no end of occasions upon which this movie could be shown in every state.

Please let us have your reaction to this letter and also any information which you could pass along to help us.

NOVEMBER 25, 1941

F. J. THIELBAR

Word has just been received of the death of Frederick J. Thielbar, A.I.A., of the firm of Thielbar & Fugard, 520 North Michigan Avenue, Chicago, Illinois, on Saturday, November 15, 1941.



Thielbar

Mr. Thielbar was born at Peoria, Illinois, educated at the School of Architecture, University of Illinois, and became registered as an Architect in Illinois, by examination, in 1919. He was associated with the Chicago firm of Hollarbird & Roche until 1919, when he became a partner of Mr. John Reed Fugard, the present treasurer of The American Institute of Architects, and member of the Michigan Society of Architects.

He became registered in Michigan, February 2, 1927, and was a member of the Michigan Society of Architects, Illinois Society of Architects, Western Society of Engineers, The American Institute of Architects, and its Chicago Chapter.

When we were collecting photographs and biographies of architects registered in Michigan Mr. Thielbar wrote, "I cannot resist your special invitation in red at the bottom of your post card."

The firm of Thielbar & Fugard were architects for such Chicago buildings as South Water Market, Belmont Hotel, Wesley Memorial Hospital, 201 North Wells Office Building, Lake Shore Drive Hotel, Moody Institute, Five Twenty Michigan Office Building, and in Newton, Iowa, the Maytag Office Building.

MEMBERS, DETROIT CHAPTER

THE AMERICAN INSTITUTE OF ARCHITECTS

Are Cordially Invited
To Attend a Chapter

DINNER MEETING

At the Wardell Apartment Hotel
Friday Evening, November 28, 1941

Dinner at 6:30 p. m., \$1.50 (all inclusive)

Featuring a talk by Mr. C. Howard Crane, eminent architect of Detroit and London.

HEAR what London is like today, how her architects are carrying on.

HEAR what the Royal Institute of British Architects are doing to prepare a post-war program.

HEAR suggestions how we in this country can benefit by their experiences and "In Time of War Prepare for Peace."

LOCAL ARCHITECTS TO HEAR COLOR TALK

All architects in the Detroit area have been invited to attend a dinner meeting sponsored by Detroit Division of the Michigan Society of Architects at the Wardell Apartment Hotel, at 6:00 p. m., Tuesday, November 25, as guests of The Glidden Company.

Mr. C. R. Smedley, chief color engineer of The Glidden Company, and Miss G. R. Probeck, color consultant and practicing decorator, Time-Tested Decorating Studios, of Cleveland will be the speakers, in a demonstration program, using portable equipment to give their audience an insight into color harmony and how to obtain it.

Following the demonstration and talks the Division will hold a brief meeting devoted to matters of practice and architectural registration.

ANNOUNCING

Jacob Crane, Assistant Coordinator, Division of Defense Housing Coordination, will speak at 2:00 P. M., November 24, in room 102, Architecture Building, Ann Arbor, Michigan, on the subject "The Place of Public and Private Enterprise in Housing." All those interested are invited.

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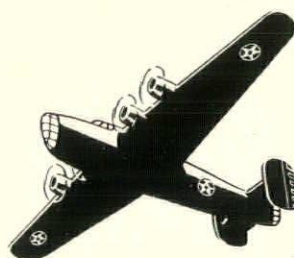
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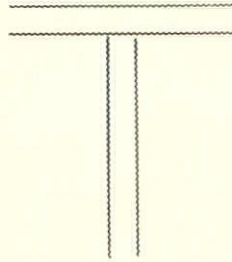
SENTINELS OF DEFENSE AT FORD ROUGE PLANT

Giffels & Vallet, Inc., L. Rossetti, Associated Engineers and Architects.

This row of tall stacks atop the series of airplane engine test houses at the Ford Rouge plant symbolize part of the company's defense effort. In a \$35,000,000 plant, Ford is producing the powerful Pratt & Whitney engine for the U. S. Army. Adjoining the plant are the test cells where engines are checked and made ready for delivery.

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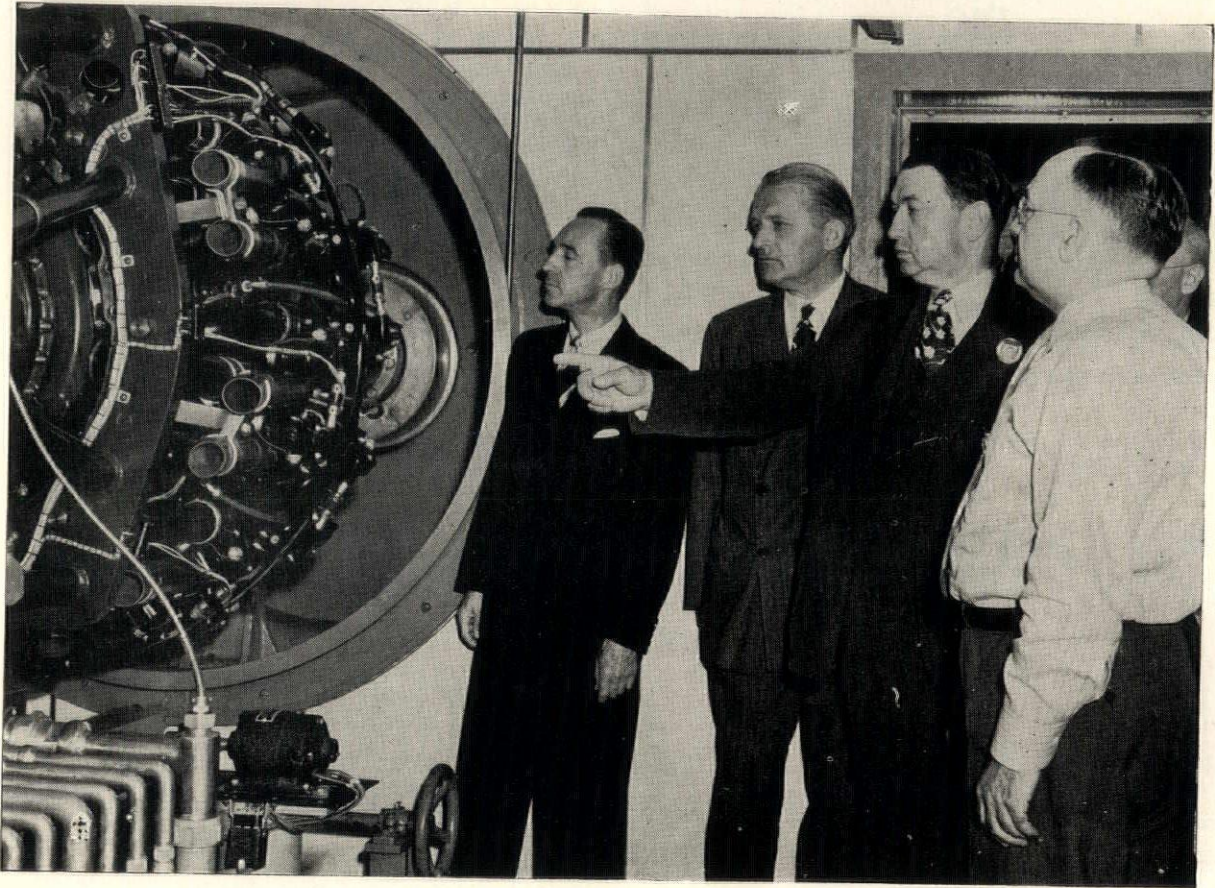
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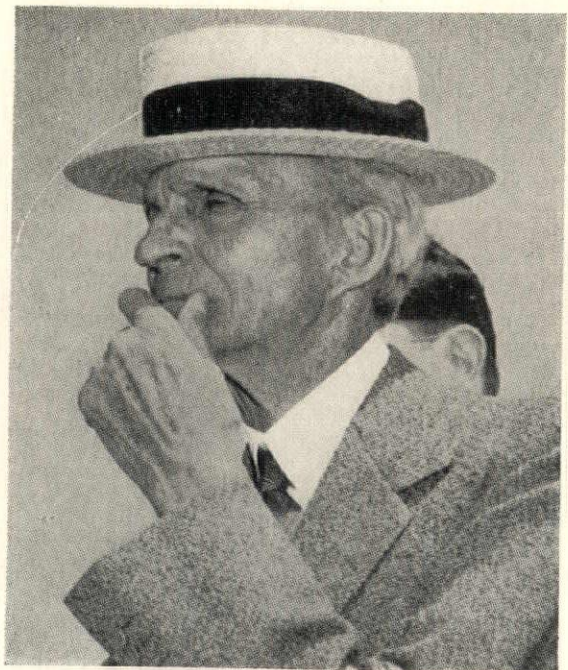
2485 Scotten Avenue

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Above, Inspecting airplane engine in test house are, left to right, Edsel Ford, Charles E. Sorensen, M. L. Bricker, and assistant superintendent Wedge.

Right, Henry Ford, founder of the Ford Motor Company.



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Views of the Ford Motor Company's airplane engine plant during construction. Work went on during the dead of Winter inside a huge box of fibreboard, which was built around the steel framework.
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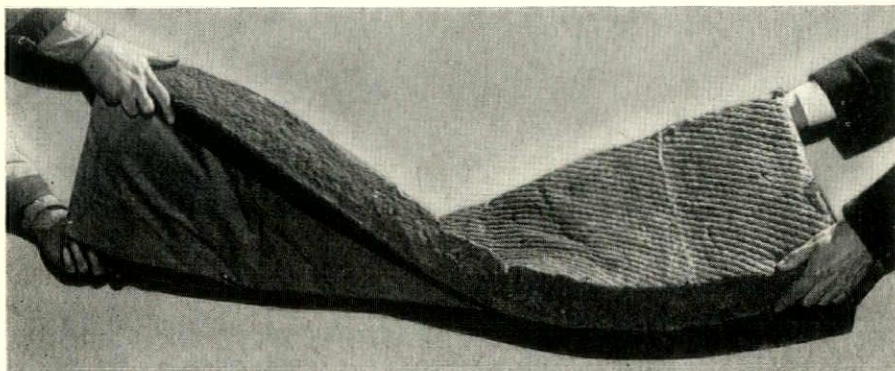
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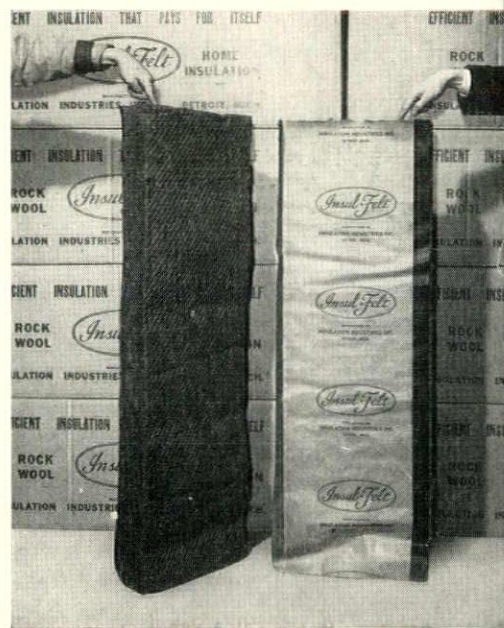
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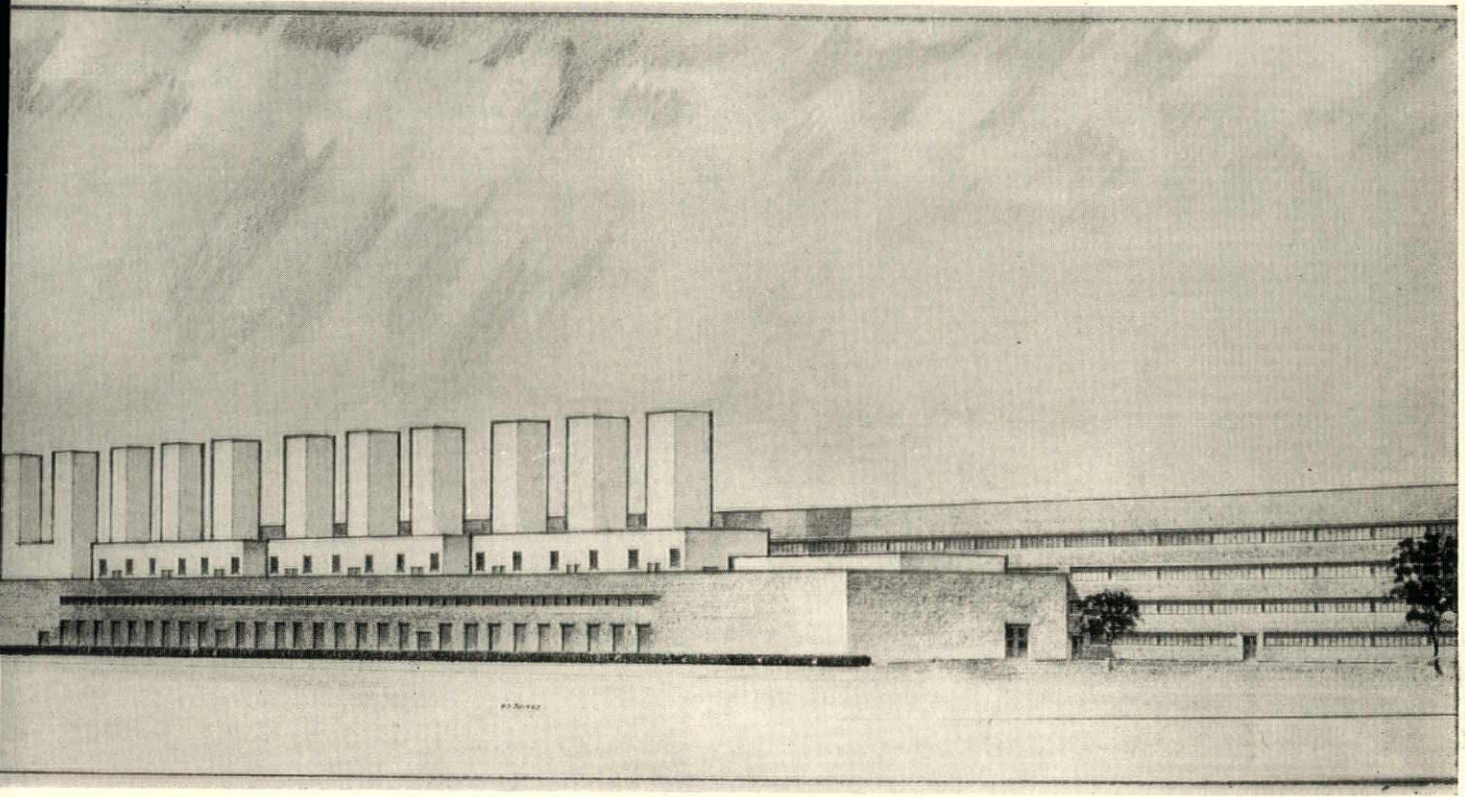


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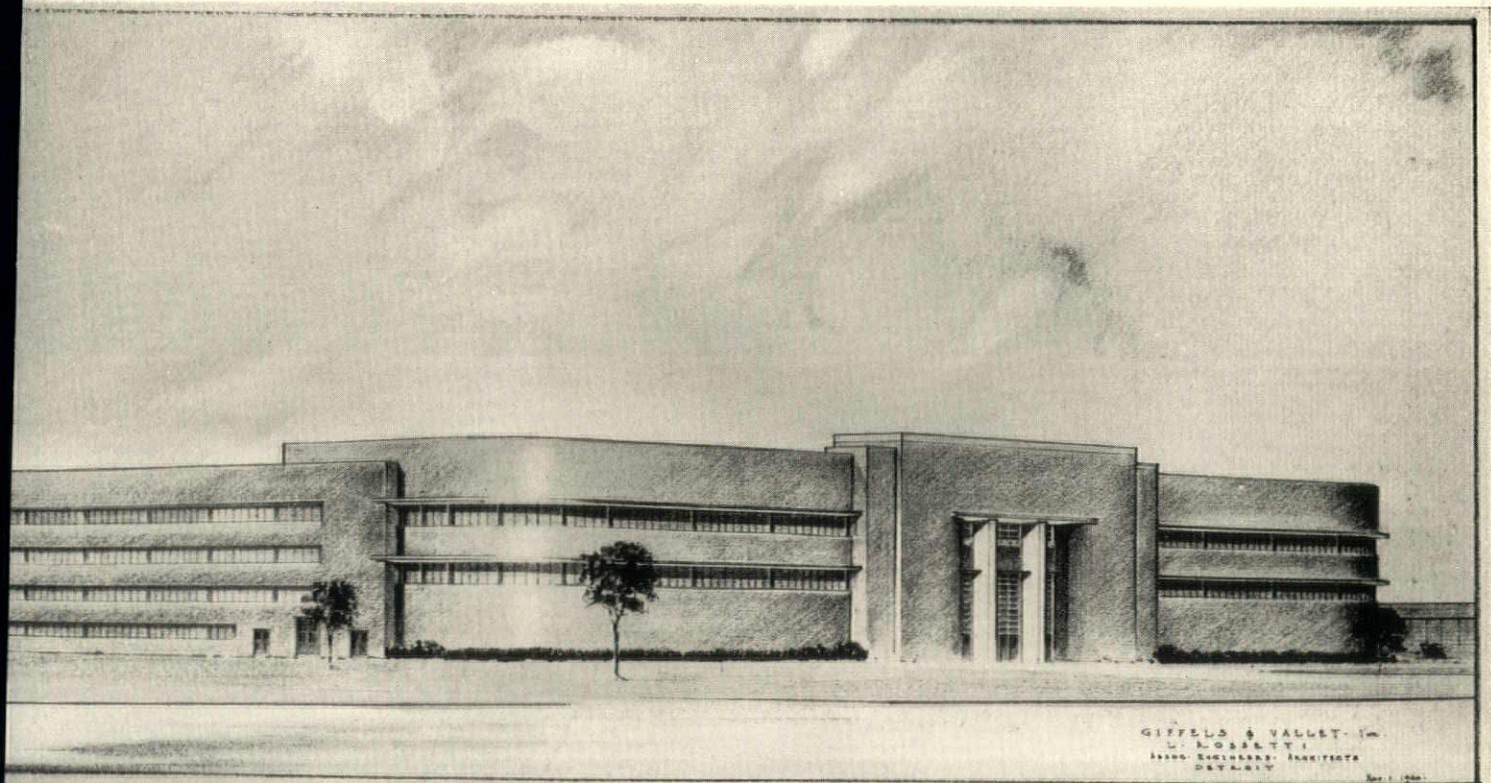
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Perspective, Test House Unit of the New Aircraft Building for the River Rouge Plant of the Ford Motor Co., Giffels & Vallet, Inc., L. Rossetti, Associated Engineers & Architects. Below, General View.



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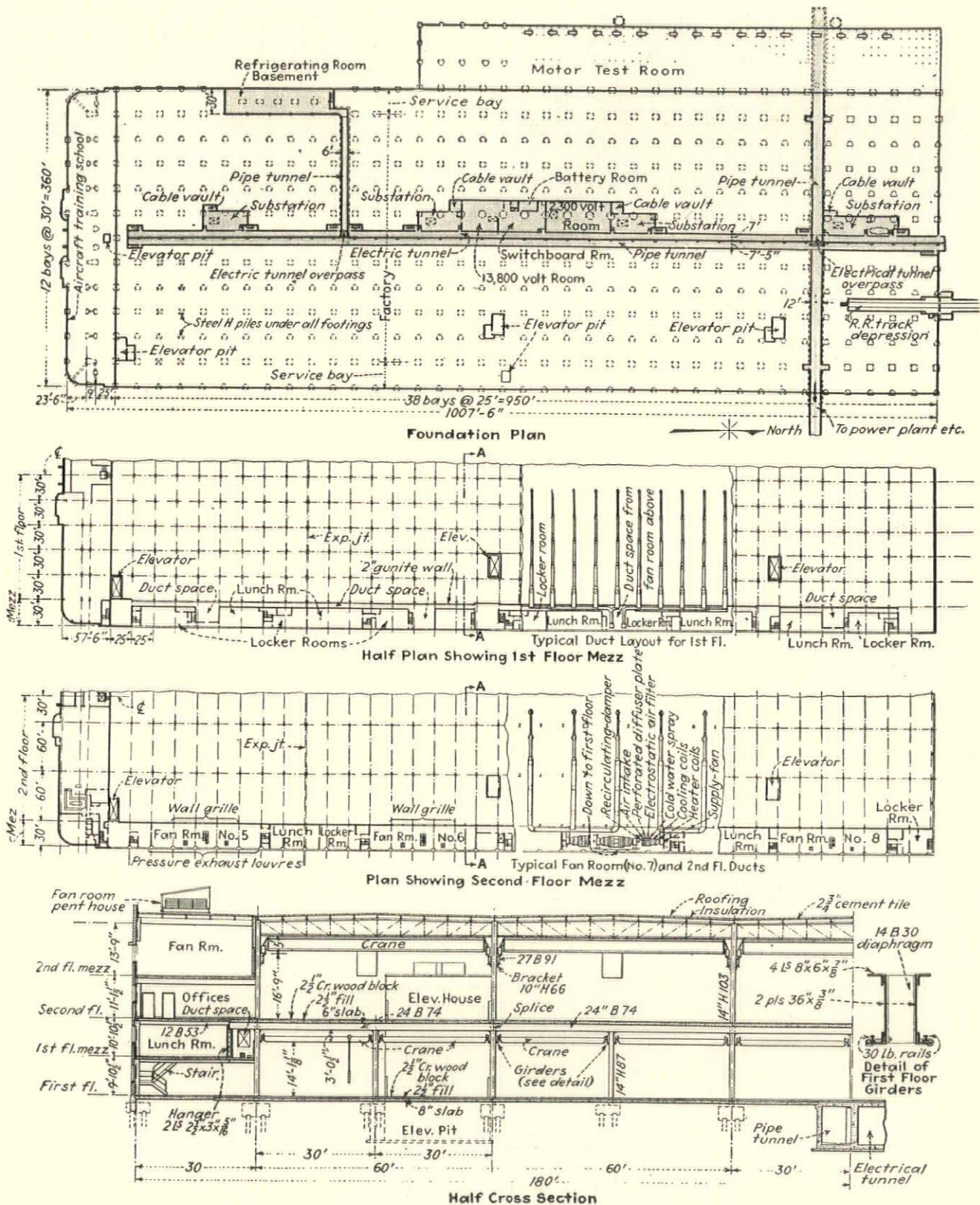


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Foundation, structural and air conditioning details of Ford Plane Engine Plant. Giffels & Vallet, Inc., L. Rossetti, Associated Engineers & Architects.

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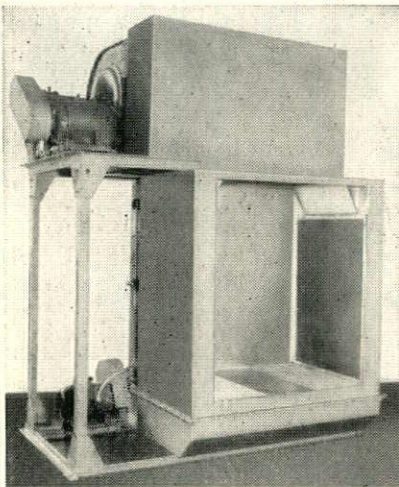
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Write for Bulletin C-M-5

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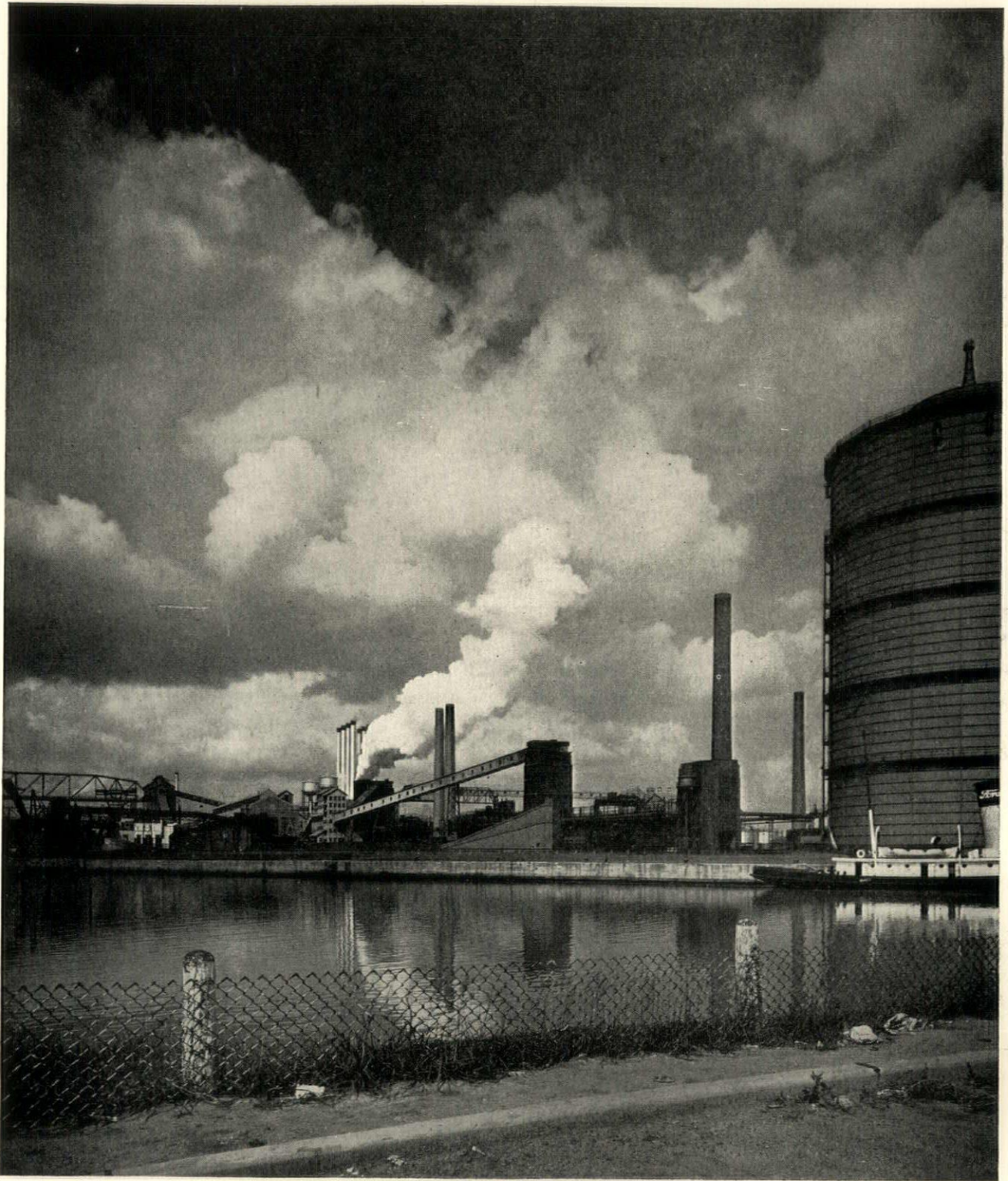
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By Arthur K. Hyde, General Superintendent

The project for The Studebaker Corporation is being built by the Defense Plant Corporation and is designed for the manufacture of Wright Airplane motors. To distribute employment and for other obvious advantages of decentralization the project is divided into three units. The main unit is at South Bend about one and one-half miles from the present Studebaker automobiles plant. The other units are located at Chicago and Fort Wayne, each approximately ninety miles from South Bend. Sites for all three units were selected at the corporate limits of the respective municipalities. At Fort Wayne, the smallest of the three, gears will be produced. The Chicago unit will manufacture other small parts. Shipment will be by truck from these two units to the South Bend plant where assembly as well as other manufacturing will take place.

The size of the units is best indicated by the dimensions of the Manufacturing Buildings. In order of their size these are as follows: South Bend, including the Test House, 1240'x760'; Chicago 1000'x560'; Fort Wayne 720'x882'.



Rossetti



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Each unit consists of a Manufacturing Building, Power House, Industrial Relations Building and a Chip and Oil House. The South Bend unit has in addition a 69 cell Test

House. The buildings are principally one story structures of steel frame with 40' column spacing and windowless exterior walls of face brick backed up with light aggregate concrete blocks. All buildings are completely air conditioned, insuring an adequate delivery of air of the proper temperature and humidity. Electric precipitators produce pure, dust-free air for ideal working conditions. From a design standpoint both aesthetically and functionally the buildings are simple, straightforward industrial structures. With the one exception of a continuous rustication treatment of the exterior brickwork the architects have wisely avoided any attempt at needless embellishments of detail or form. Unusual simplicity, a wise selection of materials and the tremendous size of the buildings combine happily to produce a pleasing industrial design. Because the manufacturing is devoted to a product light in weight and demanding high precision in craftsmanship, the interior has been given an unusually finished appearance by the installation of an edge-grain maple floor.

Fortunately for the parties concerned the entire project is under the guidance of Mr. Ralph A. Vail, Vice President of the Studebaker Corporation and a veteran manufacturer who directed much of the war work of Dodge Brothers during the last war. His wide experience and ability in the manufacturing field coupled with an unusual interest

See STUDEBAKER—Page 29



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STUDEBAKER—(Continued from Page 2)

in construction give him an intimate knowledge of every detail and a sympathetic understanding of all the problems involved. His tireless energy and capacity for work is an inspiration to the entire Studebaker Aviation Division, the Architects and Contractors alike. No detail is ever too small nor problem too great to gain his consideration and decision.

The fortunate project leadership and the able assistance of Mr. Otto H. Klausmeyer, Plant Manager, aided immeasurably in producing the cooperation between Architect and Owner so essential in a project of this size, especially when the element of time is of major importance.

A defense job moves along approximately the same procedure as usual architectural work, but the speed required in both design and construction phase coupled with huge proportions of the projects set them apart as compared with the usual. Sketch plans were crystalized late in 1940 and the first contract for foundations was awarded in January, 1941. The work was divided into parts which would produce the best results in the minimum time with due consideration of the availability of certain essential materials and equipment. Plans and specifications were prepared, proposals received and contracts awarded in accordance with the prearranged division of the work. Thus a minimum of time was lost waiting preparation of a final set of drawings and specifications. Through years of experience in the industrial field Giffels and Vallett produced their work with remarkable speed under the careful and able direction of Mr. O. H. Pocock, Chief Engineer, and in charge of the project. Notwithstanding, the multitude of changes which are obviously and inevitably expected in work of this kind, deviations from carefully planned schedules were minor.

Despite the many contracts involved in the project due to thus separating the work there has luckily been few serious slow-downs in the construction. Priorities, helpful as they are, do not eliminate all delays when shortages in

material and labor exist. As in all work and probably intensified in Defense Work, careful planning, wise choice of materials and methods, coordination of trades and constant contact with work in the shops are the important factors in producing smooth and continuous field operations.

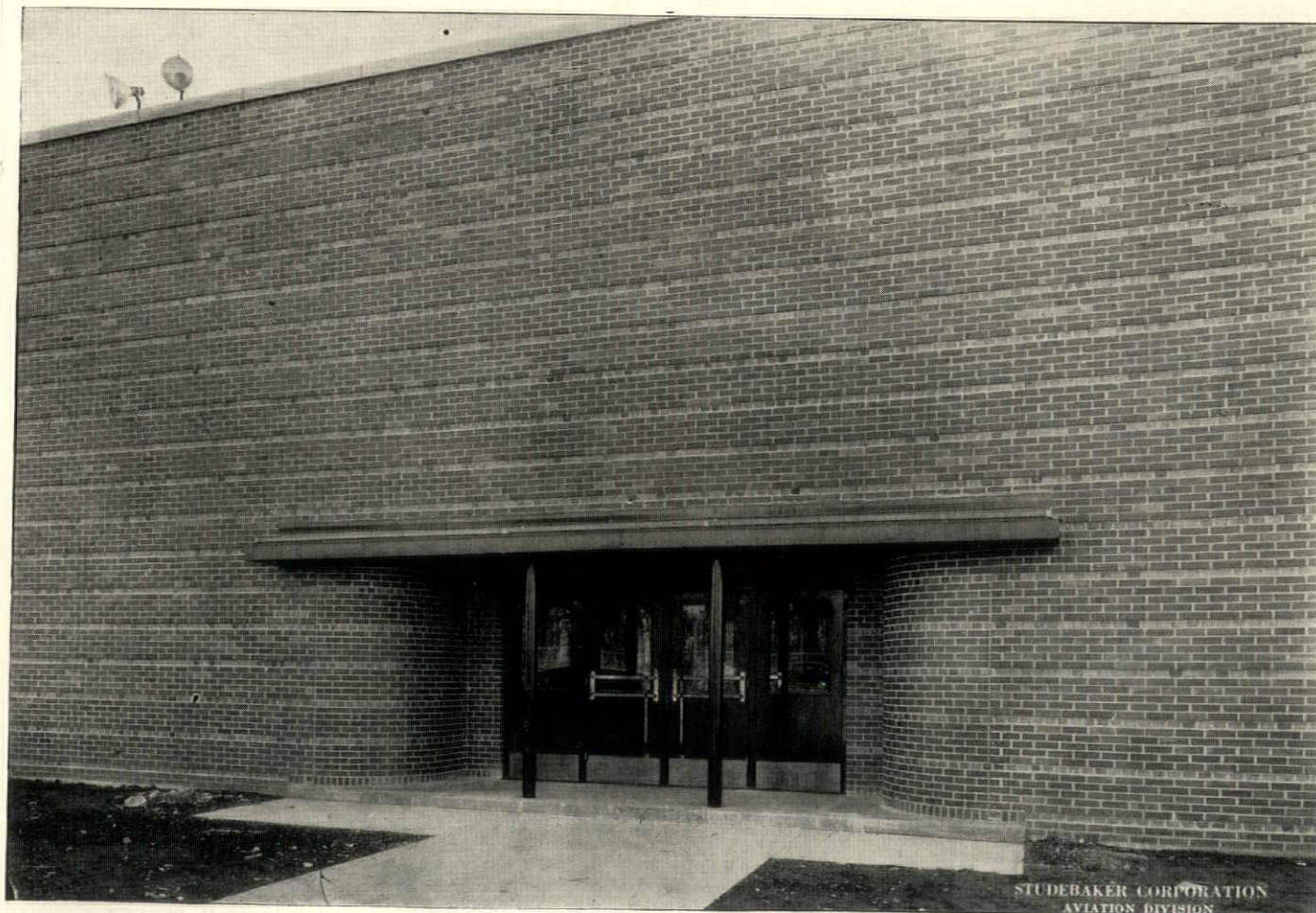
There is an atmosphere surrounding a defense project, produced I believe, by the fact that it is emergency work of an important character and the consciousness that those engaged in it are playing some part in the defense of the country, that leads to a comradeship and teamwork seldom found in private work. Long hours and seven day weeks are a natural part of the general scheme.

The paper work involved in keeping all interested parties informed of every detail becomes a complicated procedure subject to change as the work progresses. There are many government departments and agencies in addition to the usual Owner and Contractor which must be kept informed of the status of all contracts, all changes, weekly progress of field work, etc. Fortunately, the Owner, Defense Plant Corporation, established an office at the Studebaker Plant, and was ably represented by Mr. Geo. E. Bandelier, resident engineer in charge, also many other parties with whom contact was essential were likewise represented simplifying the procedure to inter-office communications and speeding the liaison work.

Naturally, all these groups and departments representing various phases and interests develop a spirit of cooperation by reason of their common objective, the completion of the project and putting the plants in operation.

The friendly and cordial spirit which seemed to pervade the entire Studebaker Corporation created an ideal environment for the development of cooperation throughout this emergency organization assembled with record speed.

Below, Detail of Entrance, South Bend Plant, Studebaker Aviation Division



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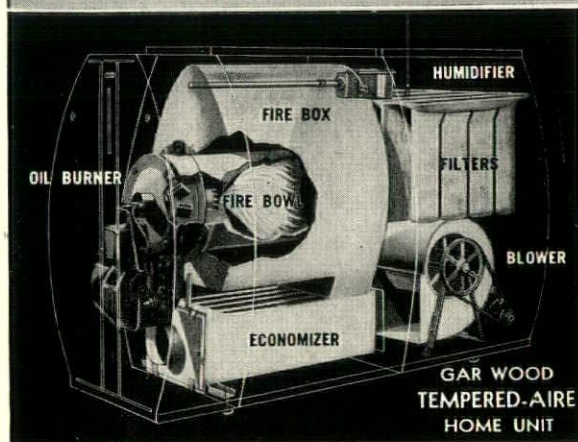
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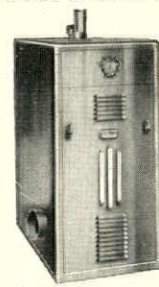
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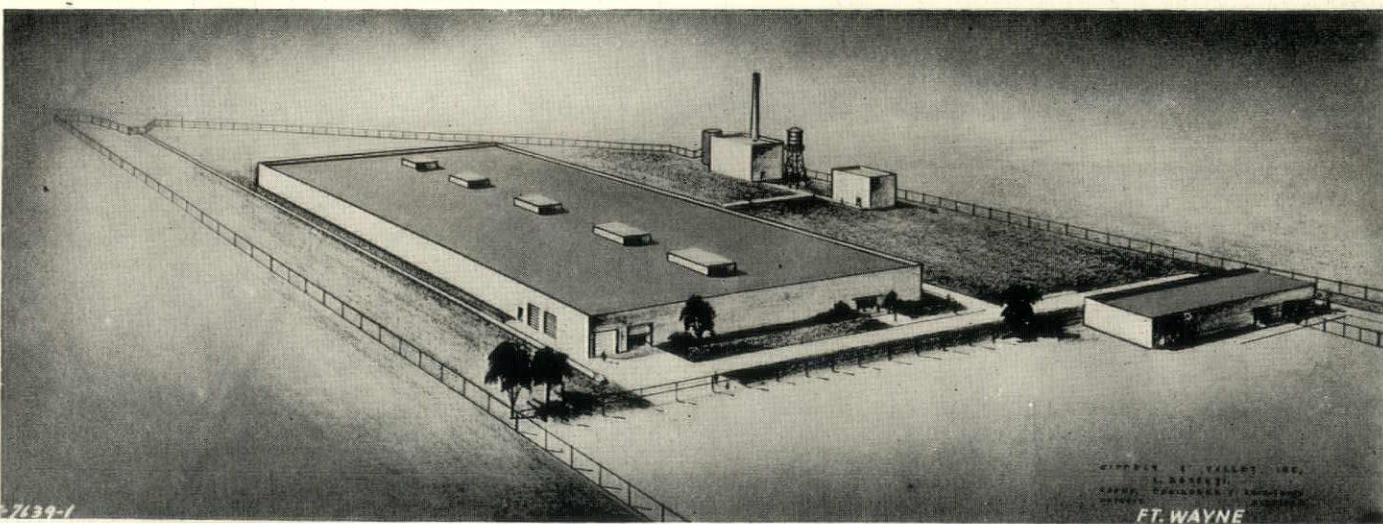
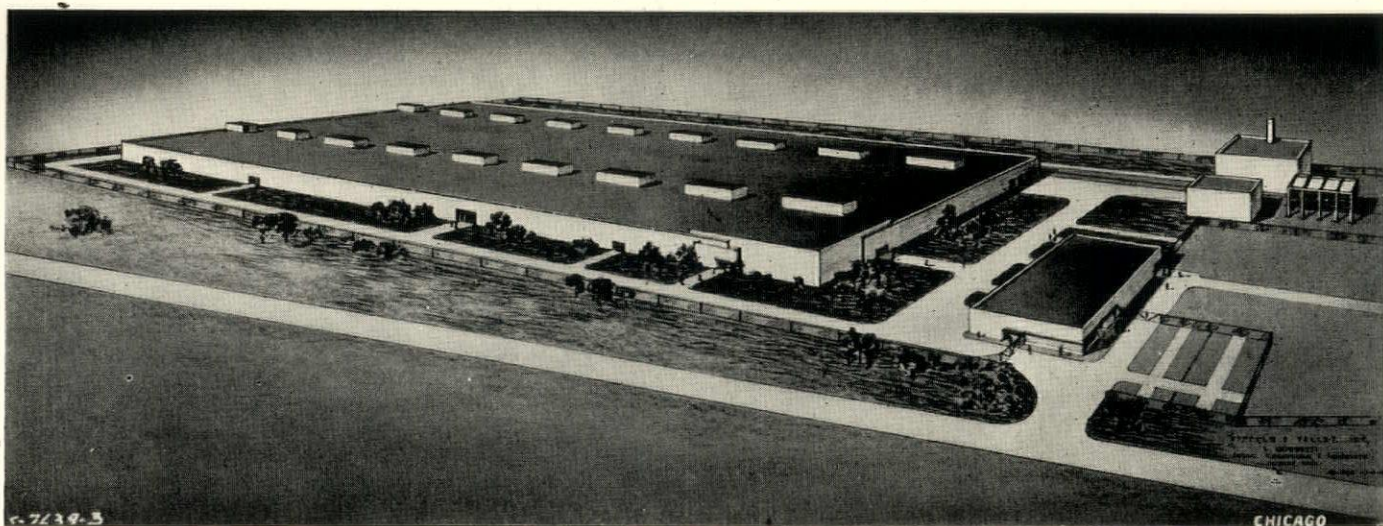
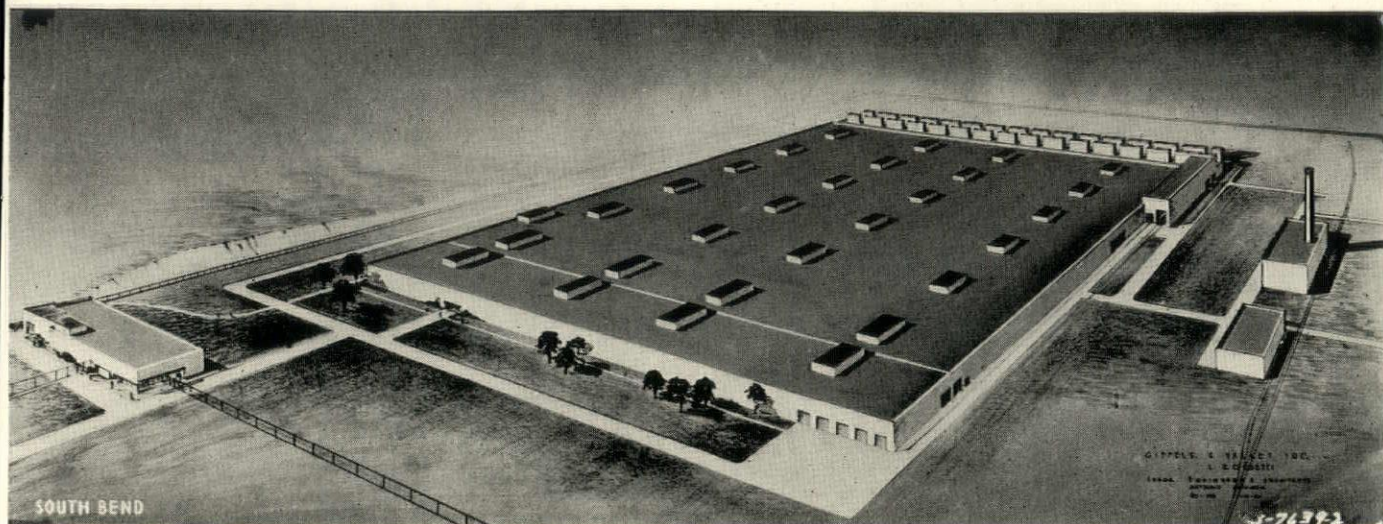


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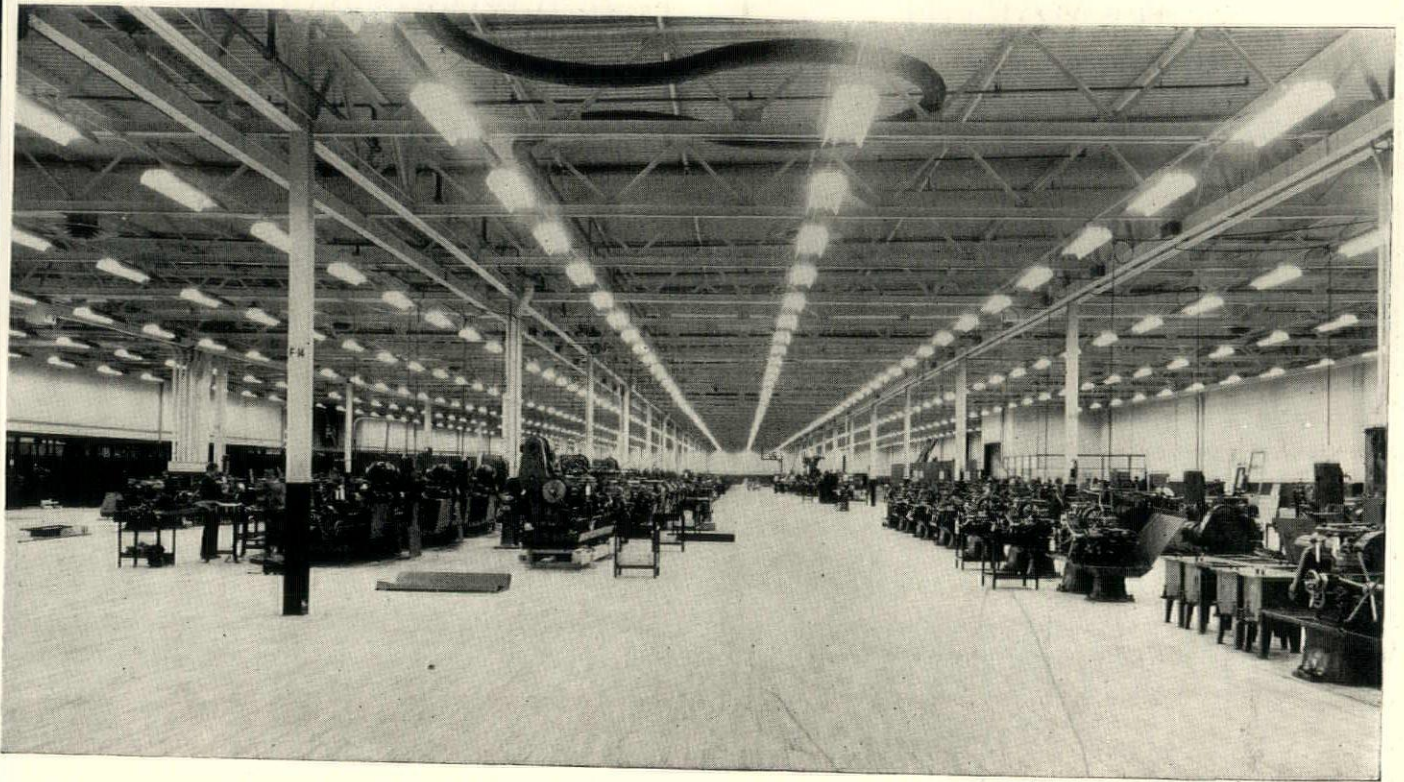
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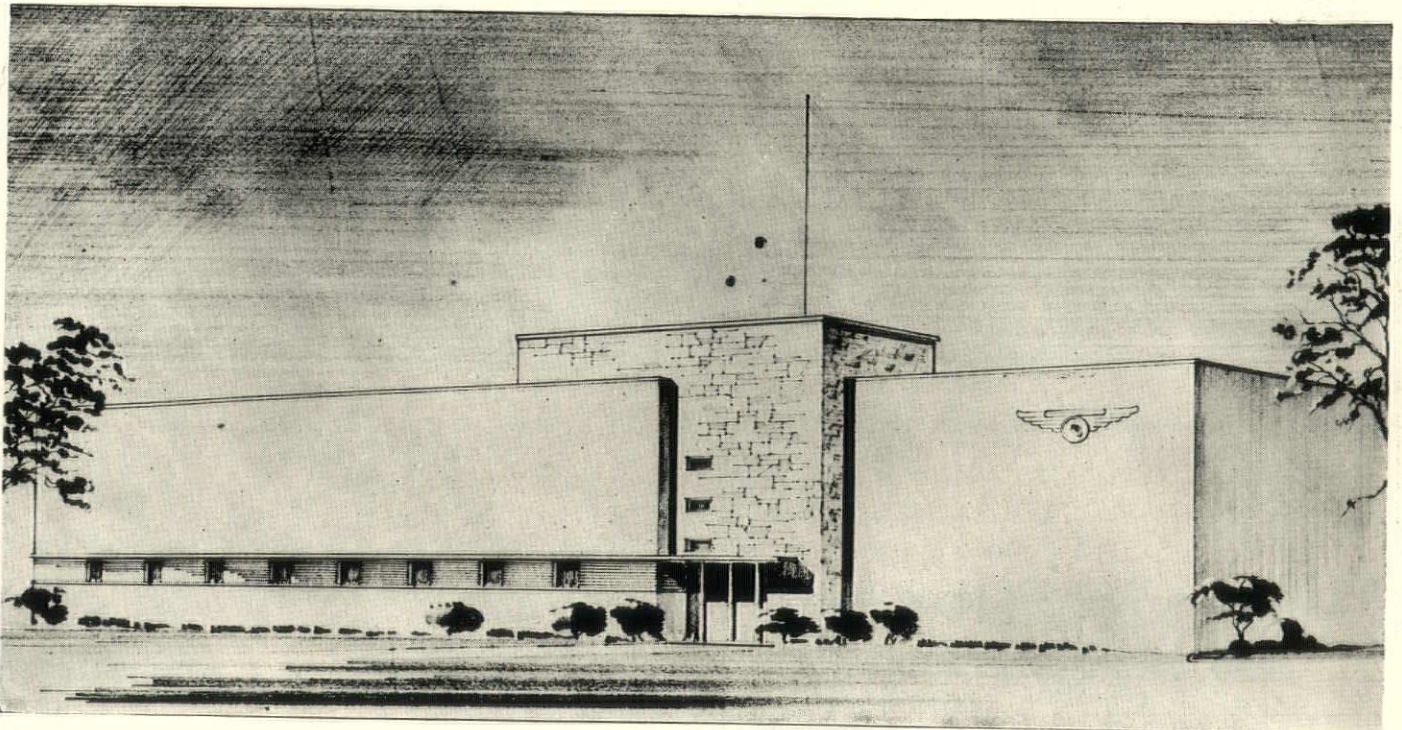
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WEEKLY BULLETIN



Interior Studebaker, Fort Wayne



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ALL OUT FOR DEFENSE AND WHAT THEN?

Perhaps the question uppermost in the minds of every American today is that concerning the effects upon our everyday lives of the present emergency program, of what we are headed for—now and in the future. Certainly it can be assumed that it will be different to anything we have ever before experienced.

How will it affect the future of architecture, is a question more specific, and what are the prospects for the architectural students who are the architects of tomorrow?

Industrial architecture has been the keynote of the American scene. It has influenced design and set a new standard, and the present era will undoubtedly mark an even greater change. What are the characteristics of this trend? Architects who are doing large defense work tell us that it is totally different, with concentration on production, and little attempt at eye appeal—yet results are most pleasing, perhaps the birth of something new and more beautiful than ever before. Emphasis has been placed on movement, rather than the static—and that movement must be swift. Trucks, automobiles and airplanes and their assembly lines have been the inspiration. Autos, like buildings, must have less bright work, and who knows but that this will be a blessing. We have confidence enough in our architects to believe that it will be, and as for our industrialists, it's a foregone conclusion. The set-back of skyscrapers forced upon architects by the New York zoning ordinance is an example. The late Raymond Hood said that "automobile design is the highest art in the world today," and it's a healthy sign to see the design of buildings taking on some of those attributes.

STREAMLINED ORGANIZATION

These large offices, marvels of organization, masterful in the assembly of the elements of production have attained the dramatic in functional quality. Like the skyscraper, these streamlined plants attain breath-taking aspects by their very immensity. Instead of height they employ horizontal movement, sweeping the countryside, and measured by acres instead of by square feet. Their designers have made distinct contributions to the profession by making it known around the world as the moving spirit in the most gigantic undertakings of history. They and their clients, our Government, have had the courage to try for new records. Some mistakes have been made, to be sure, but we learn by doing.

Speed has been attained in a measure never before dreamed of. A marvel of coordination, these firms have dovetailed the preparation of plans and specifications with letting contracts and proceeding with construction, so that all operations go along together. Upon receiving the go-ahead ground is broken almost immediately, structural steel ordered and fabricated while plans are evolved by stages. When one realizes the difficulties ordinarily confronting the architect on modern buildings, it is all the more remarkable to contemplate this added accomplishment, when new and unusual conditions of speed are imposed. It is said that there are many forms and reports to fill out. No wonder there is a shortage of paper.

We don't like regimentation, we don't like too much governmental regulation, but there is no doubt that in the present emergency it has been a tremendous force in pushing the architect into new and advanced methods of production akin to that of industry. And should architecture be put on a factory basis, you ask? Perhaps the answer is that architecture must rise to meet the need of the country—and rise it has. That we are in a new era, there can be no denying; that after the emergency it is going to be still further from the processes we have known, there can be no doubt.

By far the great majority of those in charge of government are intelligent, forward-thinking men of the most capable type, and that they have succeeded in mobilizing the large architectural offices of the nation into their present advanced state of smooth functioning is evidence enough of their ability. The influence will remain after government has withdrawn. Government has led the way in housing by setting examples for private enterprise. They are doing the same in the defense program.

THE LARGE OFFICES

One fact is significant. No charge of politics in the

selection of architects can be justified. In fact, it isn't even made. Selections are made on the basis of past performance in handling big work. Perhaps the well formed pre-conceived plan of the Institute in making an inventory of architectural offices throughout the nation formed the basis for these selections. It is absolutely necessary for such jobs to go to large established offices, already equipped to function quickly. How then can the remainder of the profession be fitted into the program? It has been said that small, individual offices should band together, forming groups of competent architects and engineers, equipped to handle jobs of any magnitude. This is not quite the answer, for even with the very best individual architects so combined you still haven't got an Albert Kahn, a S. H. & G., a G. & V. or S. L. and H., etc., etc. There is one thing for which there is no substitute—the years of background as a big office having successfully completed big work.

FARMING OUT

What, then, is the answer? Many architects, some long established in their own practices, have gone to work for the large firms. This is one solution, though not always the happiest for the one who gives up his own practice. Could it be that a system of farming out could be developed, or a plan of sub-contracting to newly formed groups, under the direction of large offices? This is being worked out in industry, and has much merit in that it does not mean complete disorganization of small business. Certainly the architect must cease to be so much of an individualist, for this is an age of production, and by "farming" for the big offices may the small become large.

This small business—the backbone of the Nation—must be preserved, if we are not to see disastrous results later. Little business, fearful of such dire results, is converging on Washington, and right here at home our own State Administration is even now conducting hearings to devise ways and means of preserving our great heritage of small industry. The picture, though heroic, is not a pretty one. The major miracle of the age is taking place before our eyes. Where refrigerators were made, guns will grow, and where gadgets were made will come forth cartridge clips, and so on.

We are told to tighten our belts, that the well-known American standard of living is in for a shock. This will no doubt have a tremendous influence on the future of architecture, and who knows but that it will be a good influence. Practically every great change in history has so proven. Maybe this will mean that Americans will find how simply they can live, and architects how simply they can design.

FUTURE OUTLOOK

Few people have heretofore stopped to think what the magnitude of American Industry, fully tuned to a specific job, could be. No one thought it possible to turn out 4500 airplane engines a month, much less the 8000 estimated for six months from now. And if you had been given a preview of all the immense plants already come into being in the Detroit area alone it would have seemed like a dream.

And what of the building industry when the building part of the defense program is finished, and what of the major part of it now—those not engaged on actual defense work? The answer to this would seem to lie within the priorities situation. Hopeful signs have come out of Washington recently, and more are expected shortly. Influence is being brought to bear from every quarter—and already its effects can be seen. It is unthinkable that those who understand so well could be so blind as not to see the disastrous results of closing down the Nation's second largest industry, upon which it is fairly estimated that twelve

See DEFENSE—Page 39

MODERN HANGAR DOOR DESIGN

J. I. BYRNE, *President, Byrne Doors, Inc.*

Man has been door-conscious ever since he first hung an animal skin across the entrance-way to keep the snow from blowing in. It is quite likely that, considering all types of occupancy, the human race has given as much thought to doors as to any other single structural component. And in its time the human race has snagged into some complicated door problems and solved them ingeniously by application of fan, revolving, sliding, folding, swinging, balance, counterbalancing and other principles.

There had always been plenty of industrial construction with entire wall areas windowed, but with the coming of aviation there suddenly arose a demand for an entire wall area doored; and it was no small wall area, either.

But, engineering ingenuity was no more to be balked here than elsewhere, though it was natural that the designers should think first of handling a series of smaller doors rather than arriving directly to the solution of the single large door.

There was practical precedent for these in the homely barn door on its monorail and in the slot slide doors that graced so many residences built during the late nineties. Well, it seemed all you had to do was put in multiple rails and slide a whole series of doors back into the width of one leaf. That made quite a sizable space demand inside, so some assemblies placed the rails outside and cleared the whole leaf group beyond the door aperture outside the hangar. These early designs were hand-operated and demanded the use of a considerable ground crew.

Well, the multi-leaf hangar door is still with us. It's been perfected so that bottom tracks maintain alignment and counteract wind stresses that formerly made operation a major task. These bottom rollers plus anti-friction bearings took the curse off the early forms and made feasible permanent construction from steel sections. Some difficulty is still encountered from tracks clogged with snow, ice and dirt, and other impediments, but the leaf-doors no longer need a mobilizing crew to operate them because perfected motor operators are now available and in general use.

SPACE PROBLEM UNSOLVED

The space required for these multileaf type doors remain an unsolved problem. Overlap of the leaves reduces interior hangar depth when the doors are close; when the doors are open, they are still costly in space required at the hangar sides. This is an inherent drawback in the design. Its entailment of cost for unutilized space is throwing the trend toward more advanced door engineering in modern hangar construction, for, naturally, this extra space cost is legitimately chargeable to door installation itself.

Designers have finally done an admirable job of power application to the operation of the sliding-leaf door. It is an admirable job because the difficulties were considerable; involving matters of synchronizing movement, meeting the exact leaf-travel of various segments of the door and supplying reverse action so that both mechanical opening and closing could be provided for.

There was also the severe space restriction for operator mechanism to be installed. All of these demands have been met in a genuinely efficient unit that is both simple and compact.

Now, I mentioned that there was a noticeable trend to a more advanced design of hangar door installation, and I believe that the word 'advanced' is justifiable as applied to the upward acting, counter-balanced type of door. This design is more familiarly known as the canopy type door because of its characteristic position when open and its resemblance to the canopy projection as used architecturally.

This type of door is more practical both in space consideration and speed of operation. In localities where winter conditions are severe it is almost a necessity. Ice and snow cannot hinder the canopy door. Furthermore, there are no heat losses along the joints between the door sections of the multi-leaf construction.

Speed of operation is still another significant advantage as against the comparatively slow slide doors. Canopy

doors of about 7200 sq. ft. of area and weighing more than two score tons easily swing up and out of the way to provide a clear and unobstructed opening in 45 seconds. The closing operation is accomplished on about the same time schedule, and it is to be noted that the dimensions just quoted are not the limit, not even the largest so far in use. It is unlikely that there is an area limitation for these doors.

Development work in the design of canopy doors has been steady and there are several variations according to the specific practice of the fabricator. In general, however, there are but two types of upward-acting doors; the balanced and the cantilever. Both are supported on the structural members of the building above them, both are counter-weighted, but employ the principle differently.

The true balanced type of canopy door is suspended at its center, providing uniform counter weighting throughout its completed range or cycle of movement.

On the other hand, the cantilever type door is suspended by top-hinging to the building and swings out and upward, its lower edge having a vastly different arc of travel from that in the balanced type. By bending your arm and raising a pail of water in an arc you will get an idea of the difference in effort required. The unbalanced condition obviously calls for more power for operation. Furthermore, in the top-hinged or cantilever type, counter-weighting is variable, not uniform.

Since we are dealing here with great weights and areas, structural and wind stresses both have great bearing on efficiency of design. In the top-hinged door, the door when in open position imposes a great load on its support and exposes far more area to wind action and consequent vibration. Thus, in the provision for this cantilever type door the designer must provide for greater stresses with heavier and more costly construction. As against the balanced design, the wind stresses in cantilever type may increase from 50 to 100%. Wind loads cannot be fully counterbalanced, and that means that the designer will have to figure on door operators built to sustain a highly variable unbalanced load.

TRANSFER OF LOADS

Finally, with regard to the cantilever type, it is to be noted that load transfers are imposed exclusively through the hinge pins and care must be taken to avoid binding. Extra precaution to avoid roof truss deflection with consequent hinge binding has to be considered, also. These are the inherent problems of cantilever construction. All are capable of effective solution and the only drawback then is the somewhat costlier construction.

In the balanced type of canopy door, we find no need for attachment of the door directly to the building. Attachment, instead, is attained through a guide mechanism which firmly holds the door in position during the entire operation cycle. Being suspended at the center, this type door can impose no weight other than its own on the structure. ferred to the supporting construction without amplification. Similarly, wind loads balance on the center and are trans- through leverage. These doors have withstood hurricane wind velocity without damage. Accuracy of balance and counter-weighting permit the use of relatively small electric motors and facilitate emergency hand operation.

In practice it has been found that first-cost of motor-operated slide doors in door openings of 100 ft. or less is favorable as against canopy types. When large openings are encountered, the cost differential drops rapidly because of the increased cost of tracks, foundations, and space required by the doors themselves. And so the canopy door from the viewpoint of intrinsic economy is less costly.

ADVANTAGES DURING COLD WEATHER

Return for a moment to the cold weather subject, for in freezing climates the canopy door has obvious advantages. Considerable time, labor and material will be needed to guard against impeded slide door tracks while the canopy door's free operation in any weather can be insured at time of installation by a simple, inexpensive threshold detail.

See HANGAR DOORS—Page 40

DEFENSE—(Continued from Page 37)

million people are dependent for a livelihood. A priorities committee was speculating on whether or not it would do any good to send a copy of their recommendation to the President. Some felt it would not, that he probably knew little about the building industry. Another said, "No, he doesn't know anything about building, he's just an architect."

The President has gone all out for the defense program. It is safe to say that he will go all out to save the building industry.

AFTER THE WAR

It is estimated that a national income of one hundred billion dollars will be attained during the defense program, and that this can be maintained, labor absorbed and plants converted to peacetime production if planning is started now. Air transportation is in for a tremendous jump. Bomber plants will be producing commercial planes. Every small town should have air service, and many more individuals will be owning and flying planes. The last war

gave a boost to aviation but it was too young then to receive the impetus that it will now.

Reduced construction during the emergency will mean a dirth of civilian building after the war. Housing seems to be the biggest best bet. We will also have a large part in rehabilitating European countries, for they will not be able to do so alone. A bank of new inventions, meaning new industries, should come into being, with many needed projects such as highways, waterways, slum clearance, city planning, and many others.

The teaching profession will see marked evidences of the new trend, and of interest to students will be the structural forms developed in a manner that is fresh and new. Students beginning an architectural training now should find a big assignment awaiting upon graduation. But the world has not changed, and is not likely to change, with regard to preparation for a profession. There are no short cuts and more than ever before will there be temptations to accept a larger income at some trade, with less future.

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HANGAR DOORS—(Continued from Page 38)

Many people may ask, "Why worry about heat losses through the leaf joints of doors when the doors open up the whole slide of a building?" But, exacting records prove that far more heat loss is sustained through the long hours of constant infiltration through joints than in the relatively few minutes when the entire aperture is open. In addition, the tight-fitting single panel canopy door insures quicker building up of temperature the minute the door is closed.

Hangar construction has progressively developed from rather crude, warehouse type shelters to the modern, architecturally imposing edifice. Designers are more conscious of the effect on the traveling public imposing structures, and real thought is now being given to making the hangar do its share in creating public confidence and good will. To-day the demands of our expanding commercial aviation, plus the requirements of the vast defense program, are concentrating even greater public attention on the housing and handling of planes. The great doors have drama, even prestige value. The masses and areas and materials at the architects disposal here are producing striking and memorable structures.

Here, too, the hangar door comes in for consideration. Not only must it function dependably and speedily, it must integrate with the collateral construction and not look makeshift or too utilitarian. Open or closed, it is a conspicuous part of the building. It has vast potentialities architecturally, for it can be used to maintain sight lines or to break them effectively. It offers unlimited possibilities in the juxtaposition of glazed and unglazed areas. Just as it governs the use-value of the hangar in dependability of operation, so in appearance does it fix the eye-value of the structure.

COST OF INSTALLATION

In figuring cost, the door installation would approximate 15% of total hangar cost. This is not much out of line, since in practice the main doors often represent 25% of

the total wall area. In view of the all-around value it could hardly be termed excessive.

As a closing thought, the author wishes to emphasize the importance of mechanical operation for large doors to release man-power for more important duties. The balanced, single leaf canopy type door accomplishes this more directly and at less cost than any other form of multi-leaf construction.

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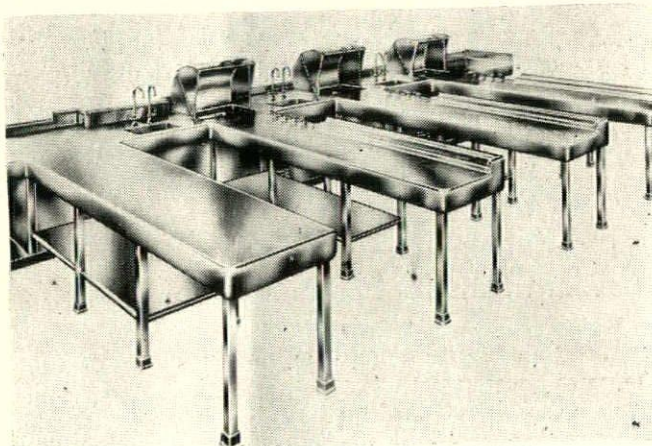
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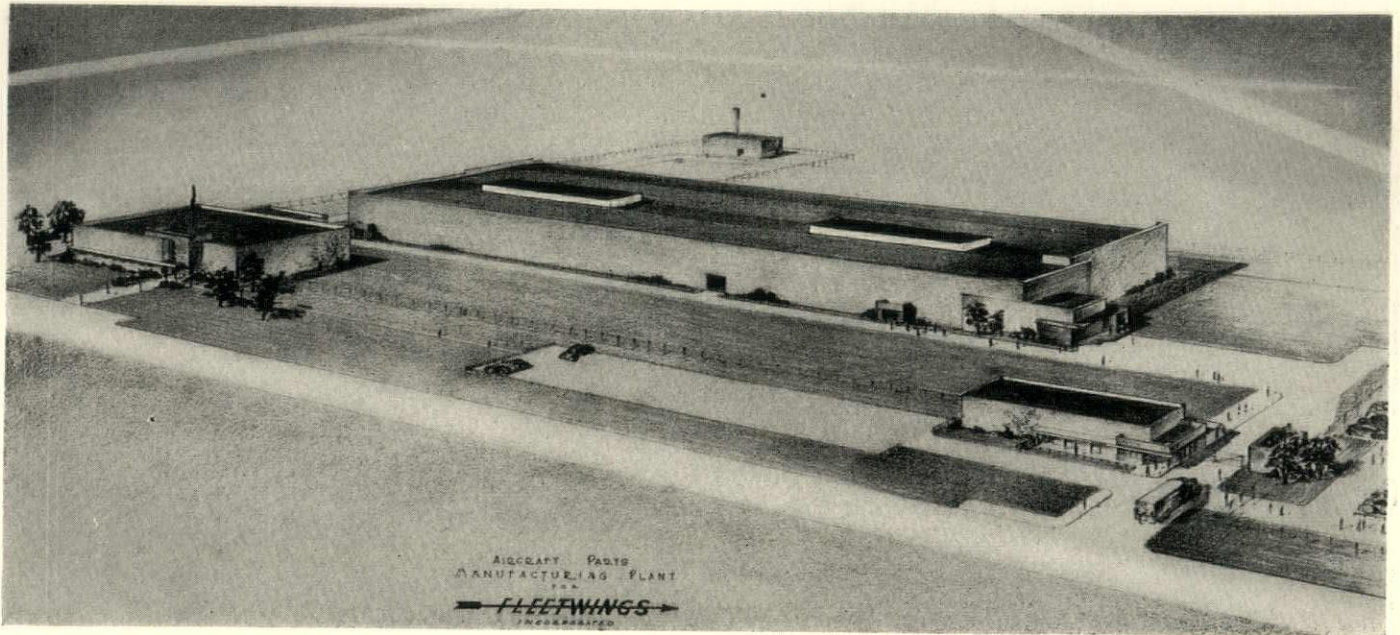
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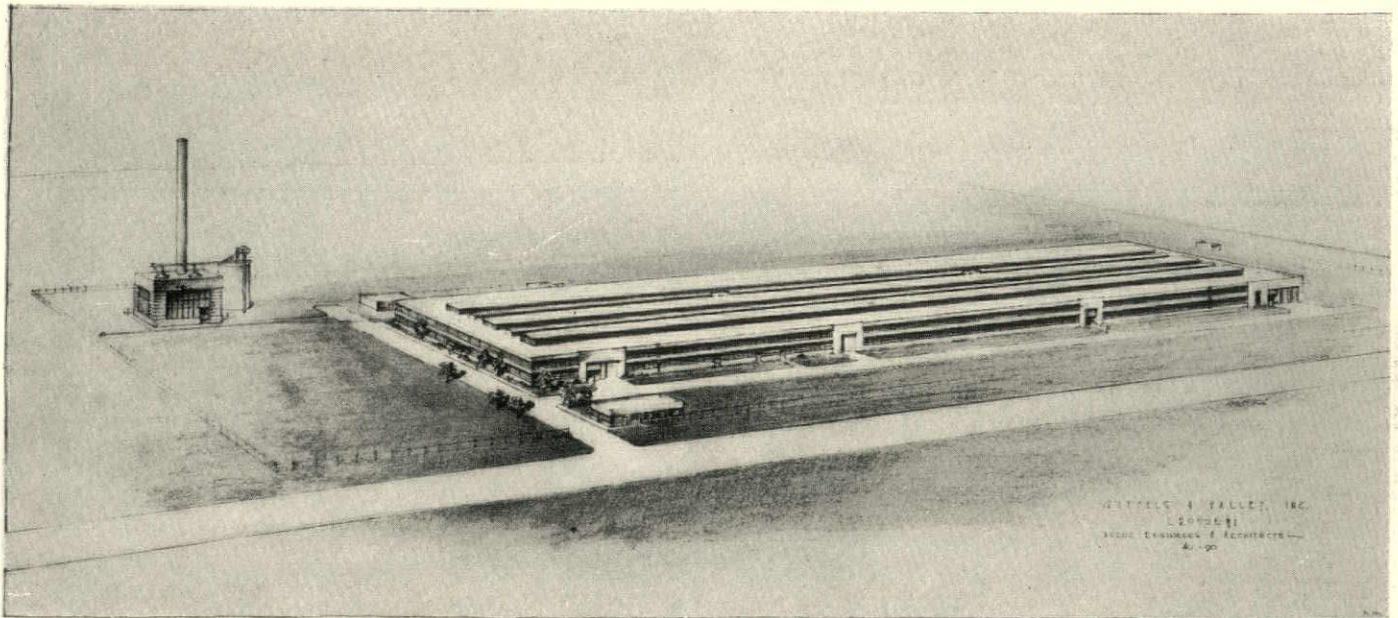
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The new \$21,000,000 plant in which the Ford Motor Company is building an initial order of 4,236 Pratt & Whitney double-wasp airplane engines for the U. S. Army has numerous distinctive features.

THE MAIN BUILDING

Located near the west side of the vast Rouge plant, facing the Tool and Die Shop, the plant as originally designed is completed. It comprises a main building, 360 feet by 1008 feet, and a motor test building, 73 by 707 feet. Of steel, concrete and brick construction, with monitorless roof of pre-cast cement tile, and of non-daylight design, the main building is two stories and basement except for 57 feet six inches at the front (South) end, which is three stories. In addition, there are two mezzanine floors on each side of the two-story main building. The total floor area of the completed plant, including the motor test building, is 947,385 square feet. Of this total, 61,695 square feet is occupied by the aircraft training department, which is located in the three-story section of the main building.

Since the original plant was completed work has been started on several additions that will double its capacity.

To provide a bedrock foundation for the original buildings, nearly 2,400 spiral steel piles, totaling 4,000 tons, were driven down 100 feet and filled with concrete. Construction of 9,000 ton steel framework was begun on November 24, 1940 and completed on January 24, 1941, four days ahead of schedule.

BUILT IN HEATED ENCLOSURE

The main building was completed in little more than six months, which is believed to be a record. This was made possible, according to B. Giffels, of Giffels & Wallet, Inc., L. Rossetti, associate, the architects and engineers by two major factors. First, the work was started at an opportune time, when the contractors were able to begin operations immediately and to rush the job through to completion. Second, the entire area was enclosed in a huge "box," composed of some 900,000 square feet of fibreboard, and heated by coke salamanders and temporary steam coils, so that construction work of all kinds could proceed on a 24-hour schedule, six days per week, unhampered by any kind of weather. Credit for this innovation is due to George Moran, construction superintendent for the architects and engineers, who learned it from experience in Soviet Russia.

FULL LIGHT AND "WEATHER" CONTROL

While the plant is not exactly of the windowless type, it is, nevertheless, completely air-conditioned and artificially lighted for both day and night operation. Windows in the exterior walls are intended to serve only the exterior aisles, rooms, and facilities around the sides. The heating and ventilating system includes an air-conditioning and purifying installation capable of circulating 2,000,000 cubic feet of air per minute. All air thus circulated is passed through electrostatic air filters which completely remove all dust, oil fumes, etc. Temperature is controlled the year around. Lighting is entirely by fluorescent tube lights, of which there are more than 12 miles in the main building.

UTILITIES BURIED

While construction was being rushed above ground, cement crews, carpenters, electricians, steamfitters, plumbers, and others were equally busy completing the vast underground portions of the plant, where practically all of the electric power equipment and controls, refrigerating system, and main service lines are concealed and protected. In addition to being out of the way here, it is believed that these vital facilities are beyond the reach of bombs dropped from the air.

Primary power is brought in underground at 13,800 volts on either of two 9,000 KVA feeder circuits or one 9,000 KVA tie circuit. Direct current at 230 volts is also brought in underground.

Transformer equipment in underground vaults includes four 2000 KVA transformers supplying 440-volt power for general duty, four KVA lighting transformers supplying 120-208-volt power for lighting and four 3000 KVA transformers which provide 2300-volt power for operating air compressor motors, dynamometer motor generators, etc., and feed back the power recovered from the engine test power recovery generators.

COOLING SYSTEM

The cooling system includes four 1000-ton refrigerating machines. Each is driven by a 950 hp. steam turbine and uses 2000 gallons of cooling water per minute. After cooling the refrigerating medium the same water is used to condense the steam from the turbines.

Three rotary type air compressors, each of 1600 cfm capacity, and driven by 250 hp. motors, provide compressed air at 125 pounds pressure.

A hot water heater capable of heating 30,000 gals. of water per hour supplies the lavatories, wash fountains, and 120 showers.

ELECTRICAL APPARATUS

Master panels, circuit breakers, hi-cycle motor generators, etc., are located in a power distribution tunnel which traverses the basement. Power distribution panels and lighting panels are grouped around building columns on the floors and enclosed in metal housing of uniform size. Power distribution to individual machines is concealed in a 2½" lean concrete fill beneath the wood block floor.

Main service piping, including steam, water, oil, compressed air, cutting solutions, and others, are distributed through a tunnel adjacent to the electrical tunnel but separated from it by a wall to prevent flooding in case a pipe line should break.

Main manufacturing operations are to be carried on in the two-story section of the main building. On each side of each of these floors is a 30' aisle above which is a mezzanine. These four areas are devoted to offices, tool toilet rooms, shower rooms, fan rooms, locker rooms, etc.

The first floor production area consists of ten 30' aisles, each 950' long and each served by a 5-ton crane of high clearance construction operated by remote control. Columns are on 25' centers. This floor is devoted to receiving rooms, heat treating, plating, finished parts storage, assembling, disassembling, inspection, reassembling, crating, shipping, and laboratories. The latter include both chemical and physical equipment of most modern types. One of the three X-Ray machines here is of 1,000,000 volt capacity, which is the equal of any in the world. It is enclosed within walls and ceiling of concrete 18" thick.

The second floor will be devoted entirely to machining operations. The production area here consists of five 60' aisles, each 950' long and each served by a 20-ton crane, cab operated. Column spacing is 25x60.

Three elevators, each of 15-tons capacity, serve this building, also passenger elevators in the office section.

Concrete floors of production area are covered and finished by creosoted wood blocks.

EMPLOYEE SERVICE AREA

The front 58' of the main building, three stories high, is devoted to aircraft training, cafeteria, and kitchen. All training areas are acoustically treated. The first floor of this section is occupied by administrative offices, training areas, locker rooms, shower rooms, and toilet rooms. On the second floor are other training area, offices, and toilet rooms, and on the third are a convertible gymnasium and auditorium with sound motion picture projection equipment, a cafeteria, and kitchen.

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See FORD—Page 49

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FORD—(Continued from Page 47)

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A permanent sun baffle eliminates the need of canopies or Venetian blinds in this section and the window cleaner is provided with a trolley for getting around to the double windows of the second and third floors.

Adjoining the main building on the West is the engine test building, which is equipped for both cold run-in and hot testing of either air-cooled or liquid-cooled engines.

The cold run-in section is 73'2" by 116'4" and consists of two bays. In the 30' bay on the East side are the engine run-in and stands for changing engines from assembling dollies to testing bases, assembling gear units to engines, etc. The 43' bay on the West side is devoted to gear run-in operations. A 5-ton crane serves each bay. Ventilating and electrical control equipment is located on a mezzanine, 24' by 93'9".

The hot testing area is 612' long and is equipped with 19 test stands adjacent to a 30' service aisle. Test stands include 16 power recovery installations, two dynamometer installations, and one stand for testing with propellers. Walls of test cells are faced with white porcelain enamel on iron for easy cleaning. Exhaust gasses and cooling air for air-cooled motors are discharged into the atmosphere at a height of 80 feet above grade to avoid contaminating the ventilating system of adjacent buildings. The service aisle provides space for preparing engines for testing and for removing and testing auxiliaries, as well as for storage and for distribution to succeeding operations. The aisle is served by a 5-ton crane.

UNDERGROUND GAS AND OIL STORAGE

Storage for gasoline and oil is provided in underground tanks with underground lines, in a pipe trench filled with sand, connecting tanks and test stands.

Every completed engine is given a cold run-in for two hours, then a hot run under its own power for five hours. After completion of the hot run the engine is completely disassembled and all parts are cleaned and inspected. If they pass the requirements of both Ford and U. S. Army inspectors, parts then are reassembled and the engine is returned to the hot test stand for an additional run of three hours. A complete record of its test performance is kept. If the final 3-hour test is satisfactory, the engine is ready to be crated and shipped.

The engines to be built here under the initial contract are of the 18-cylinder, double-row, air-cooled, radial type. It is expected that full production will be at the rate of one engine per hour in the original plant.

RECENT ADDITIONS

Work recently was started on plant additions that are expected to increase the capacity to two engines per hour. These additions consist of three principal subdivisions, as follows:

1. An extension (400 by 360 feet) to the main building, at the north end, similar to the existing construction. It will be of two story and basement construction, with mezzanines over the 30-foot bays at the sides of both floors. As in the existing main building, the first floor will be devoted to rough stock receiving, storage and inspection, maintenance, and crating and shipping operations, while the second floor will be occupied by machining departments. All cranes in the present building will run into the extension. One new refrigeration machine room will provide space for two additional 1,000-ton refrigeration machines, and another freight elevator will be installed. Underground tunnels will also be extended into the new section.

2. An addition to the Cold Run-in Building, 73 by 100 feet, on the west side near the south end, will provide space for six additional engine run-in stands, three new gear test stands, and additional oil filtering equipment.

3. West and north of the existing hot engine test stands, 14 additional stands will be installed; two stands in the same line as the present ones and 12 stands west of, and parallel to, the present line. These test stands will be of the power-recovery type, the same as existing ones. An underground substation below the service aisle of the new battery of 12 stands will provide the electrical service for the 2300 volt and 440 volt power and lighting.

These additions will add 402,383 sq. ft. to the floor area of the plant, making the total 1,349,778 sq. ft.

The additions are expected to be completed early in 1942 to provide output at the rate of one engine per hour.

To supply lightweight castings for the new airplane engine plant and for other aircraft factories, Ford has also constructed a magnesium alloy foundry at a cost of approximately \$1,000,000. This is expected to go far toward solving the problem of such castings for the entire industry. It will employ about 350 men and will supply 110,000 pounds of magnesium alloy castings per month. This plant is already in production and will soon be turning out these castings at full capacity.

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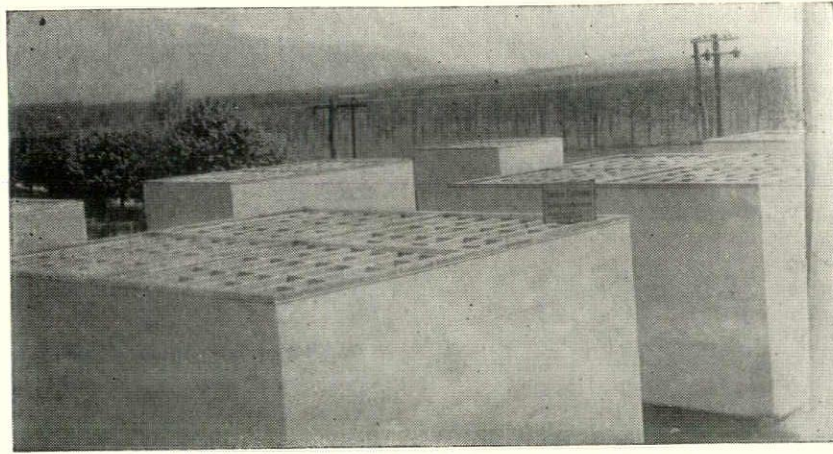
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POST WAR PLANNING

by Floyd S. Benjamin

Michigan State Director, Public Works Reserve

Several months ago the Chief Executive asked that a plan be outlined by which the United States could return to peace time activities without the convulsions of depression and unemployment. Exploration for a plan can absorb only a few million workers in any given year, but that when peace comes the Nation must find peace time jobs for all of its man power or encounter another dark valley of depression.

One is reluctant to start a discussion of post-defense conditions. There is always the implication that the emergency is passing or is actually over, but, as yet, there are no signs whatever that we have even reached the peak of the necessity for national defense efforts. Then there is always the danger that post-emergency plans will become an escape from reality—from the hard and tough reality of our present task. Before any post-emergency plans can proceed beyond the blue-print stage the present world war must have come to an end, and this end is not in sight. However, if our plans can be brought to this blueprint stage in advance we will have acquired some substantial assurance for the future no matter how dim its outline may presently appear.

In general, all the federal agencies and private industries, stymied by material shortages have been holding back on initiating new non-defense jobs. This is in line with the President's policy, proclaimed some months ago, that such work should be deferred until after the defense emergency. This situation is rapidly leading to the accumulation of a bank of needed but deferred work which it is to be hoped will get to the blueprint stage.

The measuring stick for any post-war or post-defense plan, whether viewed from the angle of social security, the viewpoint of industry, or the engineers perennial promise of remedy by expanded public works, must be, fundamentally, the national income.

The economists and planners agree that the one hundred and ten billion dollar national income, which the United States appears likely to achieve during this national defense period, can be permanently maintained instead of decreasing to the previous maximum of some eighty billion dollars.

The possibility has been suggested that this thirty billion dollars of productive activity, can be retained through the medium of three combined moves:

Move 1. The apportionment of ten billion dollars, annually, for continuing national defense requirements. (I believe we all agree, it will be many generations from now before we are ever caught as naked of defensive weapons and defensive armament as we have found ourselves in the present emergency.)

Move 2. The non-governmental expenditures of ten billion dollars for the partial conversion of defense industries, and the expansion of our productive equipment, to peace-time needs, including improvements of our transportation systems, and the expansion of necessary utilities.

I was asked at a meeting of the Engineering Society of Detroit how we could presume any major conversion of defense plants to peace-time needs when it was alleged that only fifteen per cent of our present peace-time plants were convertible to defense use. The answer to that question seems to me to rest in the changes in our whole economic structure which are going to be direct development of the war. For instance, the aircraft industry claim the development of a cargo transport that will carry a 32,000 pound load at a cost of 6c per ton mile compared to the present average cost of 15c per ton mile now required for all other types of carriers. Can we now anticipate the results such a new factor in transportation will have on our national life or how much of our present plant can be converted to the production of materials incidental to such a major change?

Move 3. The expenditure of ten billion dollars for the construction of much needed, and long delayed public

works, and the expansion of necessary public services to be developed on national, state, county and municipal levels, including the rehabilitation of blighted areas in many cities.

As an integral part of Move 3, the Public Works Reserve was formed.

It is the purpose of the Public Work Reserve, operated under the Federal Works Agency, and co-sponsored by the National Resources Planning Board, to assist in this nation-wide development, by assembling a shelf of useful, needed public work projects. Four regional organizations, centering in New York, Chicago, New Orleans and San Francisco, are being formed for this purpose. Our activity in Michigan centers with twelve neighboring states through Chicago. Within the State a staff of engineers, familiar with construction, design, and methods, of public works, is being developed, to operate from a central office at Lansing, for complete state-wide coverage.

Members of this staff will be assigned as needed in the several counties, cities, towns and villages to assist your mayors, city managers, and engineers in preparing proposed capital improvement projects, for transmittal to a central office at Washington. The function of this central office is correlation and coordination with other projects of the state and nation. In the near future, it is our intention to extend similar assistance in the development and transmission of public service projects, such as, recreational and educational facilities, hospital and home aides, the proper coding and classification of public records, and others.

Item one of our objectives, is to prepare a listing of all projects proposed by the several states, and all other governmental units. This listing is to include an adequate description of the proposed work, its justification, and estimates of the cost. All are to be rated as to their usefulness and priority, by the community submitting them.

This listing, and evaluation, is to be made entirely by the authorized public officials of the interested unit. It is not the intent of the staff of the Reserve, to stimulate or expand public work programs, beyond the needs of a community, as determined by the community. Our proposal is to supply assistance in the preparation of the necessary forms, and such technical consultant service as our limitations permit. This listing is to include all types of construction projects, and, we are particularly desirous of securing a listing of the types of work previously shared by the local governments, with the Federal Works Agency Groups, such as Public Building Administration, Public Roads Administration, Public Works Administration, Work Projects Administration, United States Housing Authority, Civil Aeronautics Authority and those shared with the several agencies of the Department of Agriculture.

When this preliminary listing has been completed, the Public Work Reserve will concern itself with promoting the development of detailed plans, to be prepared by local architects and engineers of the proposing unit, for the more necessary items on each list. We will also be interested in the review of the finances of each local unit, and the arranging of a financial plan for a six year period, which would enable each community to take up in an orderly fashion, first the more necessary projects, and, as need arises for more employment, those which have been placed in later categories. It is our purpose to assist in scheduling all projects over a time interval of six years, following the guidance of the National Resources Planning Board who so schedule all public works performed by the Federal government on its own outlay of federal funds for federal construction.

Such a six-year program differs from a six-year listing chiefly in three respects. A program schedules future work in its order of importance and feasibility, year by year. A program takes account of the resources and methods by which the work is to be financed, and fits the work into current budgetary possibilities. A program co-ordinates local plans, with each other, and with those of the state and other governmental agencies. The development of a

See PLANNING—Page 53

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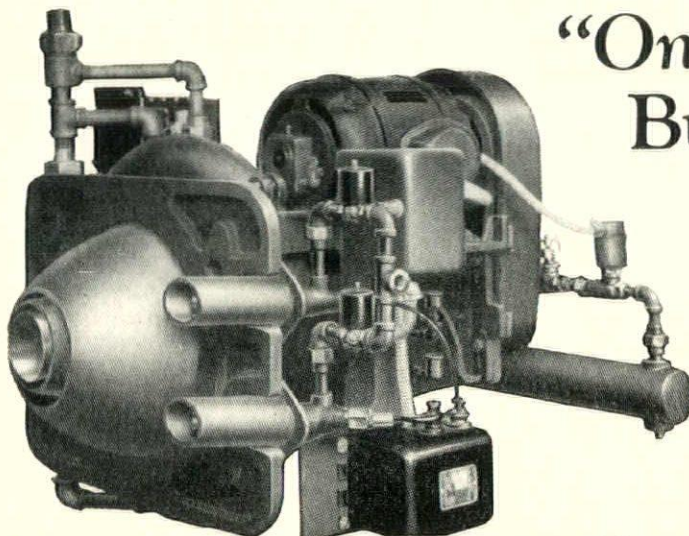
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PLANNING—(Continued from Page 51)

program permits specific plans for particular projects, to be prepared in advance, on a sound basis, so that work can be done without delay. It prevents the waste of public funds that comes from hasty, illtimed, and unsoundly planned public works. It provides a means of resistance to local pressure groups, striving to promote or perpetuate less needed projects based on selfish motives and not on community needs. Well planned, such a program can always be telescoped, bringing up projects from the deferred to the active classification, and making available in times of great prospective unemployment, a great volume of work in a short time interval.

Such a program, completed and with estimates of cost based on prevailing wages, and arranged in the order of: Necessity, desirability, and deferrability, and with the engineering and architectural plans well along for the work in the first of these three brackets, will provide a substantial cushion for the shocks of post-defense adjustment. It will give to millions of industrial workers engaged, in the production of arms and munitions, some confidence, that when this work comes to an end, the industrial sun will not have set for them. And, to the other millions of our young men, who are giving years of their lives to learning to use these arms and munitions, in defense of our country, it will give a solid assurance that when the emergency is over they will not be left stranded, to depend on the dole or public relief, but will find awaiting them useful and necessary work in rebuilding the country they have helped to preserve.

Only a few weeks ago many of us heard the Mayor of Toronto, speaking at Traverse City, most eloquently describe the dire dilemma in which his great Canadian city, finds itself, with its citizens in combat divisions abroad, and the ever increasing urgency of defense production at home, and

heard him tell of the great efforts in planning for the future security and welfare of its citizens, being made by Toronto.

Public opinion clearly indicates no less a concern for the post-defense future exists in the United States.

Many of us, can recall the confusion and frustration of the men of our own home towns, on their return from the last great American Army, and the many individuals whose interrupted careers were never righted. With us, no exposition of an oncoming emergency is necessary—we have experienced it. Clearly with this knowledge of the impending danger to our present economy, and way of life, nothing less can be expected of us than our mightiest collective effort to set up, in advance, every conceivable shock absorbing medium of proven value, for eliminating the hazards of the post-defense area.

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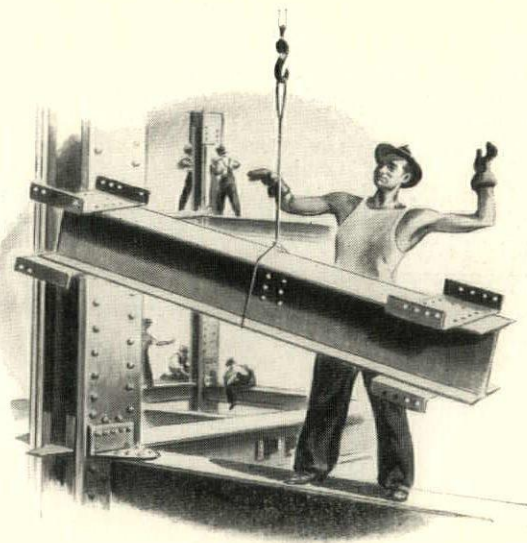
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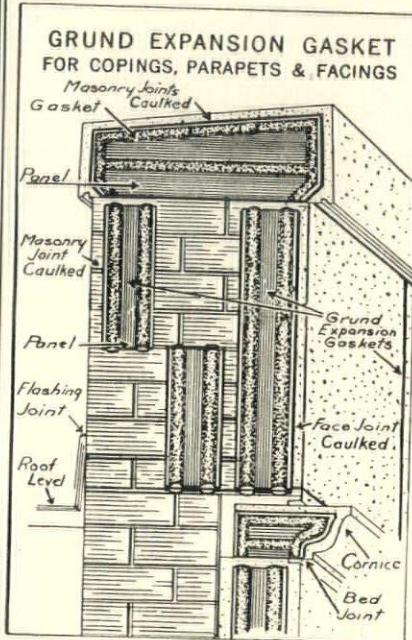
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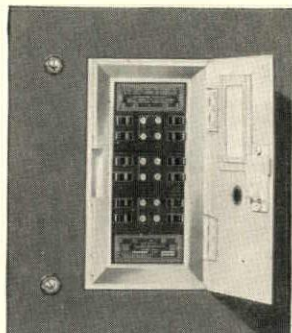
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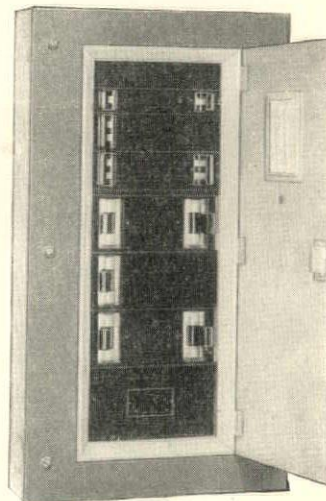
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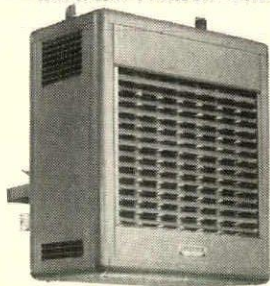


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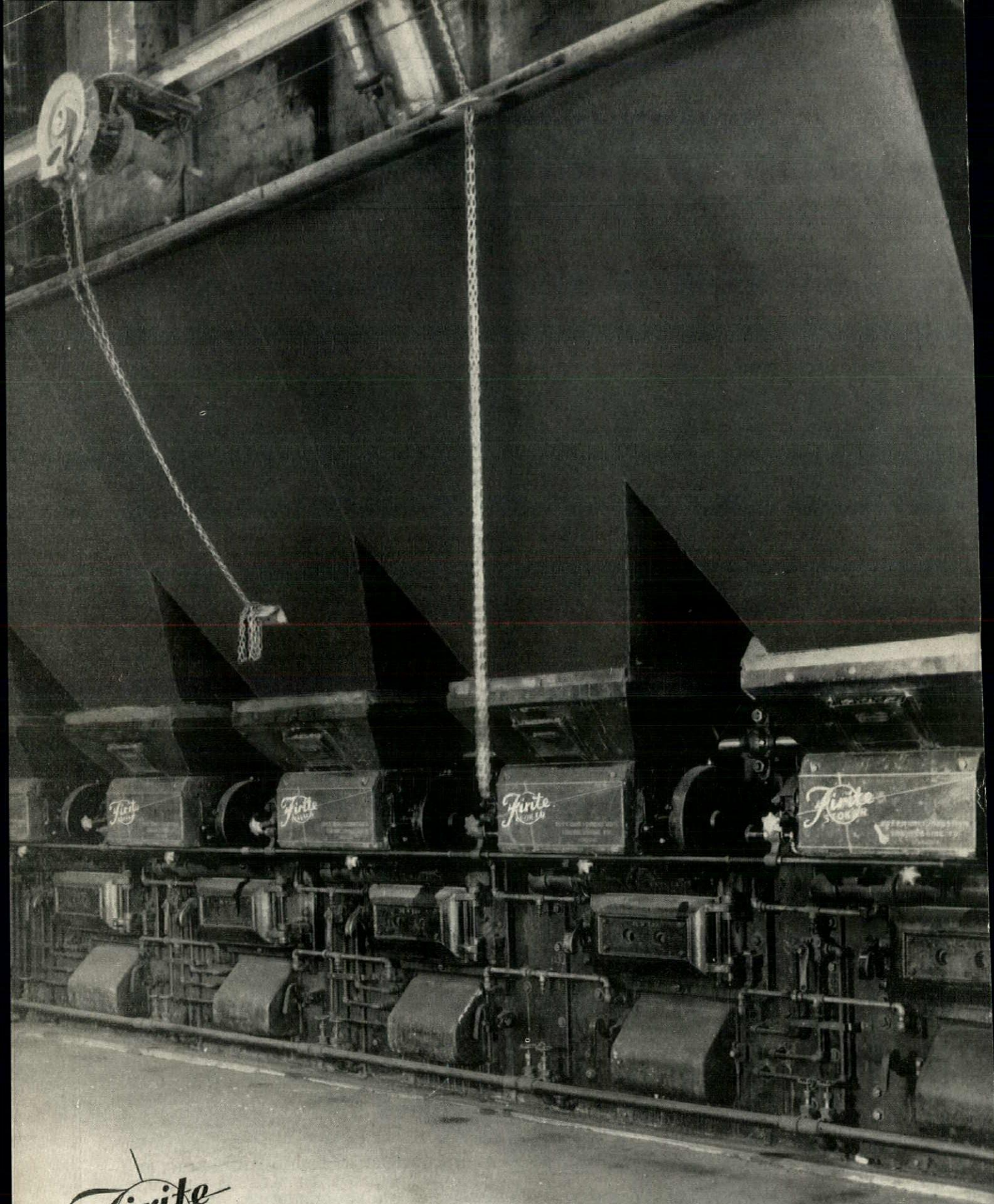
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